



# **US 20 Corridor Plan Madison Township, Ohio**

**February 2006  
Lake County Planning Commission**

Madison Township

# US 20 Corridor Plan

**Final Draft October 2008**

Lake County Planning Commission  
125 East Erie Street  
Painesville, Ohio 44077  
<http://www.lakecountyohio.org/planning>

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# Table of contents

## 1 Introduction

1.1	Project description	1
1.2	Planning process	2
1.3	What this plan is not	2

## 2 Background

2.1	History of corridor development	5
2.2	Previous plans	6
2.3	Market conditions	7

## 3 Issues

3.1	Existing conditions summarized	9
3.2	Future problems summarized	10
3.3	Future opportunities summarized	12

## 4 Surveys

4.1	Introduction	15
4.2	Dot poster survey	15
4.3	Image preference survey	16
4.4	Township newsletter/mail survey	29

## 5 Transportation

5.1	Introduction	39
5.2	Existing conditions	39
5.3	Traffic volume, congestion and capacity	40
5.4	Access management	45
5.5	Road safety	58
5.6	Pedestrian and bicycle provisions	58
5.7	Public transportation	60
5.8	Pending road improvement plans	61
5.9	Goals and strategies	62

## 6 Utilities

6.1	Introduction	67
6.2	Water	67
6.3	Sewer	67
6.4	Overhead utilities	70
6.7	Goals and strategies	71

## 7 Land use

7.1	Introduction	75
7.2	Existing conditions	75
7.3	Current zoning	75
7.4	Strip development	84
7.5	Retail diversity	85
7.6	Vehicle-related uses	87
7.7	Semi-industrial uses	88
7.8	Nursery and agricultural preservation	89
7.9	New zoning districts	90
7.10	Nonconforming uses	91
7.11	Goals and strategies	91

## 8 Built and natural environment

8.1	Introduction	99
8.2	Community identity	99
8.3	Architectural design	100
8.4	Site planning	103
8.5	Signs and billboards	104
8.6	Landscaping	106
8.7	Arcola Creek watershed	107
8.8	Goals and strategies	107

## 9 Implementation

9.1	Recommended initial zoning scheme	111
9.2	Recommended zoning resolution amendments	113
9.3	Joint economic development district	202

## A Appendix

A.1	Written survey: Question 8 responses	203
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# 1 Introduction

## 1.1 Project description

This plan is a guide to shape the built environment of the US 20 / North Ridge Road corridor, and the land uses along it, to accomplish these goals:

- Improve the safety, traffic flow, and capacity of US 20, in the face of increasing commercial and residential development in the area.
- Improve sewer and water service, *not* to encourage more development along the corridor, but rather as a tool to shape it, and make the area more appealing for quality middle-end retail and office uses.
- Increase the diversity and quality of commercial and retail uses along the corridor, while reducing the proliferation of low-end, vehicle-related and semi-industrial uses.
- Halt and reverse the pattern of unplanned strip development, and channel retail and commercial uses into well-defined, healthy nodes.
- Improve the appearance of the corridor, including architecture, landscaping, business signage, and other elements of the built environment, so it presents a positive impression of the township, fosters a distinctive sense of place, and becomes an attractive gateway between Lake and Ashtabula counties.
- Preserve the viability of the nursery industry along the corridor.



The corridor plan area includes all properties fronting on US 20 /North Ridge Road in Madison Township, extending 1,000 feet (300 meters) north and south of the road.

The street name of United States Route 20 through Madison Township is North Ridge Road. Throughout the plan, the road is called simply “US 20” in most cases. For other roads, more familiar names will be used instead of official county road numbers; for example, “Townline Road” instead of “County Road 19.”

## 1.2 Planning process

The US 20 Corridor Plan was developed through a cooperative effort of Lake County, Madison Township, public officials from neighboring communities, and interested residents and business owners.

Urban planners have used some form of the planning process since the inception of the planning profession. Long ago, Patrick Geddes advocated a three-step procedure: survey, analysis, plan.

Today, most planners use a planning process called the rational model. The rational model usually takes the following form:

1. Identify issues and options.
2. State goals and objectives; identify priorities.
3. Collect and interpret data.
4. Prepare plans.
5. Draft programs for plan implementation.
6. Evaluate potential impacts of plans and implementing programs, and modify the plans accordingly.
7. Review and adopt plans.
8. Review and adopt implementation programs.
9. Administer plan-implementing programs, monitor their impacts, and amend plans in response to feedback.

The US 20 Corridor Plan is only the beginning; the result of steps 1 through 7 of the planning process. The Plan must still be adopted, implemented, evaluated based on its performance and changing needs of the region, and revised as needed.

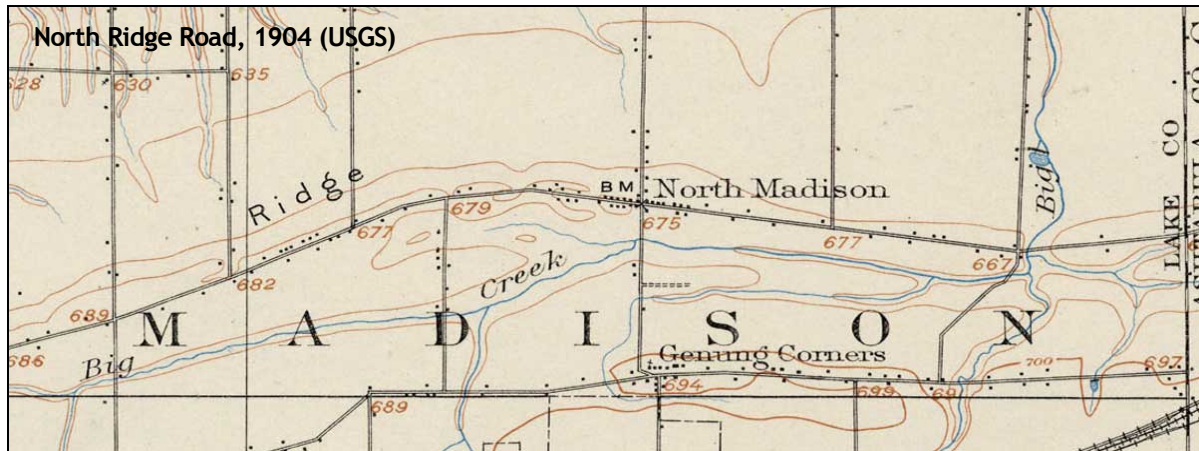
A very important part of the planning process is public participation; that those who live and work in Lake County have a role in charting its future. Meetings were held with residents and community leaders throughout late 2004 and 2003, to solicit their thoughts about the built environment of the US 20 corridor, and the direction in which it should be heading. Three surveys were also conducted as part of the planning process.

The planning process is not finished with the completion of the steps described above. Collecting and analyzing information and implementing comprehensive plans is an ongoing process. Policy statements require occasional revision to respond to new conditions; long-range goals need periodic review. The planning process is a continuous program for keeping the plans of a community current and relevant, and the implementation programs fair and effective.

## 2 Background

### 2.1 History of corridor development

US 20, also called North Ridge Road, follows the route of an old Indian trail. The trail ran along the top of a beach ridge that, thousands of years ago, formed the shoreline of Lake Erie.



Starting in 1924, the American Association of State Highway Officials (AASHO), working with the United States Department of Agriculture Bureau of Public Roads, started to lay out the US highway system along primary intercity roads of the day. On November 11, 1926, the path of United States Route 20, running from Newport, Oregon to Boston, Massachusetts, was officially certified. Through Madison Township, the US 20 label would apply to North Ridge Road.

During the Great Depression, the federal and state government put men to work improving and extending roads and highways, including US 20. The US highway system carried the bulk of intercity vehicular traffic, and US 20 served as the major auto route between Cleveland and Buffalo. During World War II, the US highway system supplementing the area's rail lines, allowing more flexibility in ferrying men and materials across the nation.



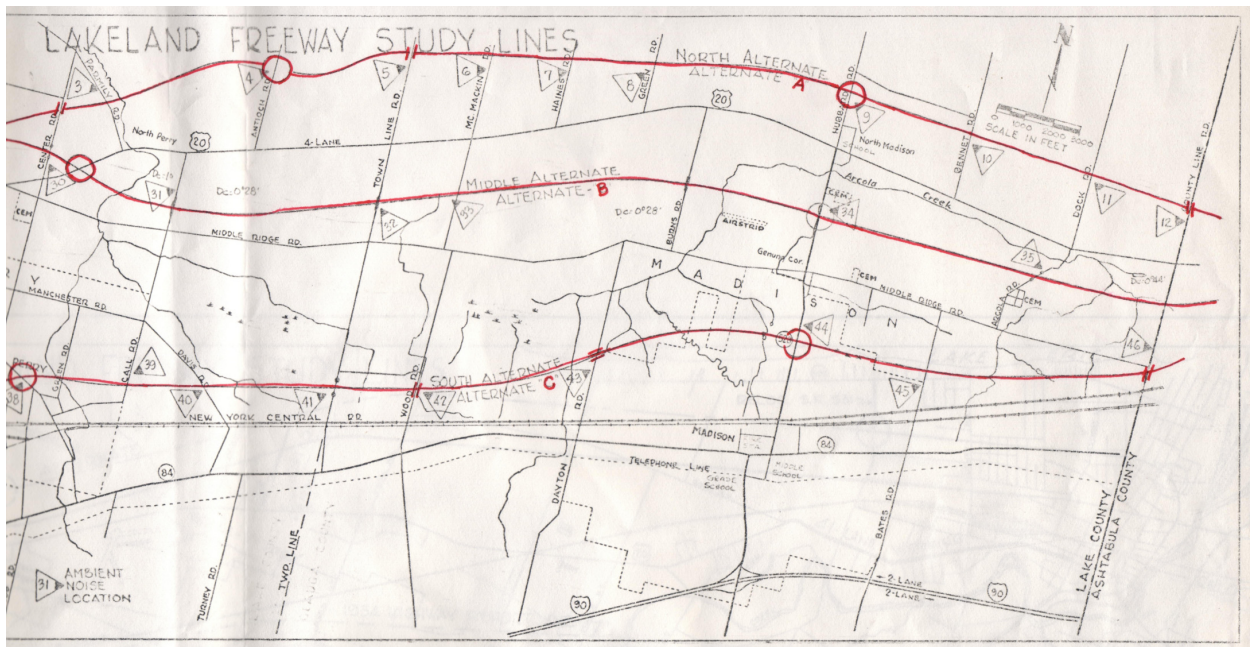
After World War II, motels and gas stations were built in scattered locations along US 20, to serve the rapidly growing number of automobile owners and intercity traveler. The fate of roadside businesses that depended on intercity traffic was sealed years earlier, though. In 1939, the United States Bureau of Public Roads released the report *Toll Roads and Free Roads*, the first formal description of what would become the interstate highway system. The report showed the path of a future expressway that would later be called Interstate 90. On June 29, 1956, President Eisenhower signed a bill creating the National System of Interstate and Defense Highways. Three years later, the portion of I-90

through Madison Township would open. As gaps in the new Interstate highway were filled, intercity traffic on US 20 became scarcer. The businesses along US 20 would remain, but patronized by fewer customers. Many motels became run down, and some were converted to efficiency apartments. Service stations that once served intercity travelers were converted to used car lots. Small shopping plazas were built near the Hubbard Road intersection starting in the late 1960s.

On September 28, 1973, ORC 5533.04 became law and U.S. Route 20 through out the state became known as General McPherson Highway. Major General James McPherson was a Civil War General that was born in Clyde, Ohio and was killed during the Battle of Atlanta in 1864.

## 2.2 Previous plans

Development in Madison Township was guided by three different comprehensive plans; the 1960 Lake County Comprehensive Plan, the 1982 Madison Township Amendment to the 1960 plan, and the 1996 Madison Township Comprehensive Plan.



### 1960 Lake County Comprehensive Plan

The 1960 Lake County Comprehensive Plan was a general document that did not address any specific issues in Madison Township. The proposed alignment of the Lakeland Freeway (OH 2) across the township was shown parallel to US 20, about 2000 feet south of the road. Even with the Lakeland Freeway, the plan recommended four 12 foot wide traffic lanes and a four foot wide raised center median in a 100 foot wide right-of-way.

The plan recommended commercial development at the McMackin Road and Dock Road intersections, and between Green Road and Hubbard Road / Lake Street. Strip development was shunned, with the plan reading “the pattern of roadside development especially present along US Route 20 is not encouraged”.

The plan also declared “industrial areas will be developed in locations (near) proposed arterial highways.” The area around Bennett Road, where an exit of the Lakeland Freeway was proposed, was slated for industrial development. Land in the area was rezoned for industrial use shortly after the plan was adopted.

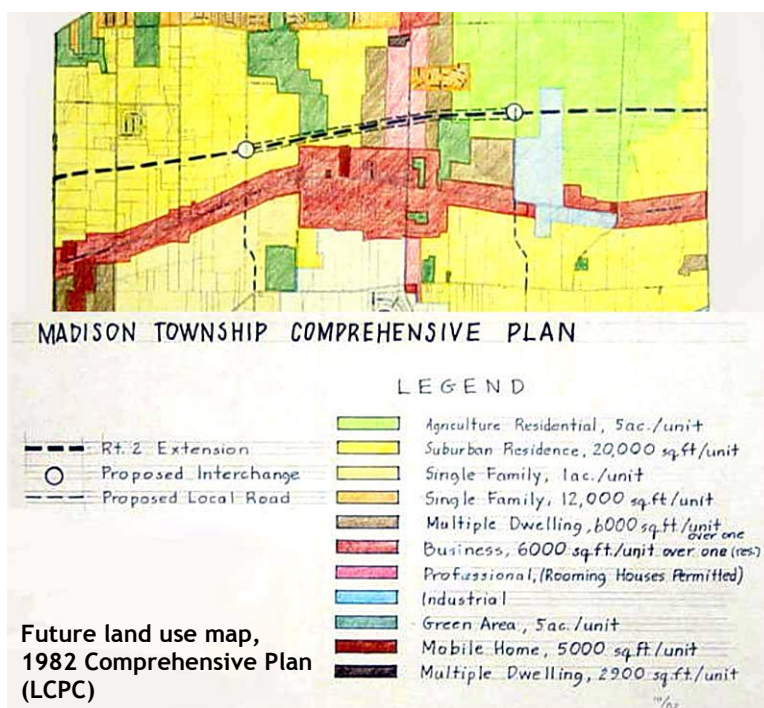
## 1982 amendment to the Lake County Comprehensive Plan

The 1982 plan amendment to the 1960 county plan included just a few pages defining land use classifications, along with a future land use map. Almost all land fronting US 20 through the township was planned for general business uses. The area northeast of the Bennett Road intersection was planned for general industrial uses. The proposed route of the Lakeland Freeway was shifted to an alignment 2000' north of US 20. The plan presented future land use only, and did not address transportation, utilities, aesthetics, corridor-specific concerns, or any other issues.

## 1996 Madison Township Comprehensive Plan

The 1996 plan recognized the existence of the corridor and addressed some general issues related to development in the area. The plan was largely a general inventory of existing conditions, and presented few long-range goals or policies. Traffic volume was shown, but congestion was not raised as a concern. Regarding the sewer system, the plan simply said "Expansion may be a possibility should forecasted growth occur."

The appearance of the US 20 corridor was discussed in some detail in the 1996 plan. The plan stated that the corridor "in recent years it has become a ten mile stretch of signs, fast food restaurants, and retail outlets which lack a focal point and harmony in character or design." Poor access management and randomly scattered strip development were also cited as concerns. Despite that, the future land use map called for a long commercial strip along the length of US 20, broken only by an industrial area between Bennett Road and Dock Road.



## 2.3 Market conditions

### Population

Community	County	Population 1990	Population 2000	Estimated population 2004	% change 1990-2004
Madison Township	Lake	15,477	15,494	16,495	+6.6%
Madison Village	Lake	2,477	2,921	3,051	+23.2%
Perry Township	Lake	4,944	6,220	6,692	+35.3%
Perry Village	Lake	1,012	1,195	1,257	+24.2%
North Perry Village	Lake	824	838	931	+13.0%
Leroy Township	Lake	2,581	3,122	3,579	+45.6%
Thompson Township	Geauga	2,219	2,383	2,495	+12.4%
Trumbull Township	Ashtabula	1,286	1,461	1,513	+17.7%
Harpersfield Township	Ashtabula	2,496	2,603	2,640	+5.8%
Geneva	Ashtabula	6,597	6,595	6,495	-1.5%
Geneva-on-the-Lake Village	Ashtabula	1,628	1,545	1,541	-5.3%

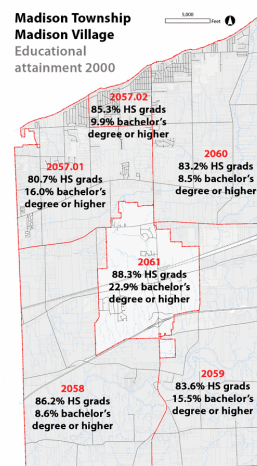
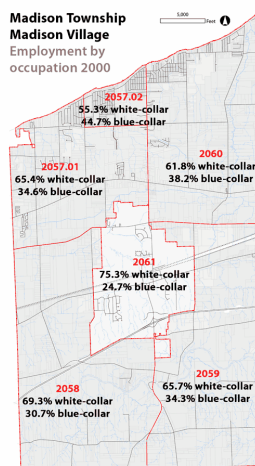
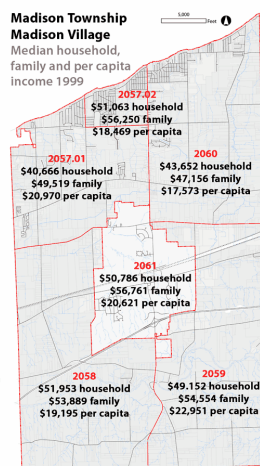
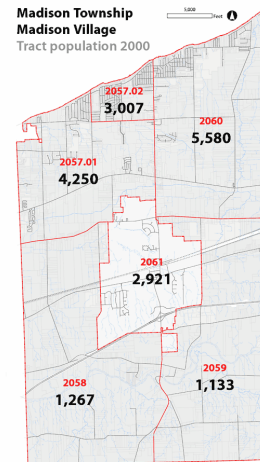
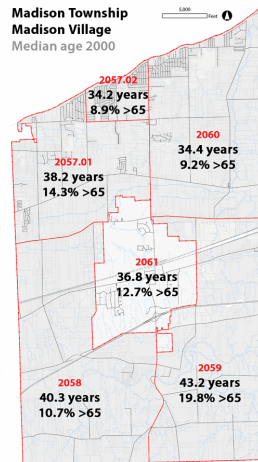
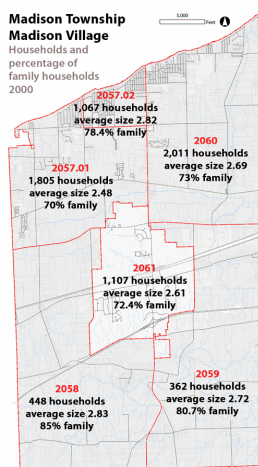
**Table 2-1: Population - Madison Township and surrounding communities**

Geneva Township	Ashtabula	3,687	3,814	3,809	+3.3%
<b>Total</b>		<b>45,228</b>	<b>48,191</b>	<b>50,498</b>	<b>+11.7%</b>
<i>US Census Bureau, Ohio</i>					

While there is a perception that eastern Lake County and western Ashtabula County are largely rural, the total population of Madison Township and the communities that surround it – areas in a short driving distance of the US 20 corridor – is actually quite sizeable. The population of Madison Township and the communities surrounding it rose from 45,228 residents in 1990 to 48,191 in 2000. The estimated population of the area in 2004 is 50,498. (Table 2-1) By comparison, the population of the City of Mentor, considered the retail heart of Lake County, is estimated at 51,332 in 2004.

The population of the area increased by 6.6% between 1990 and 2000. Population growth is estimated at 4.8% between 2000 and 2004. The population growth rate is higher than Ohio as a whole, which increased by 4.7% between 1990 and 2000, and only 0.9% between 2000 and 2004.

Population growth in the area will not continue indefinitely, of course. Limits to growth include very slow growth of the Cleveland metro area population, which limits how many people will eventually move to exurban areas; distance from professional employment centers, cultural institutions and centers of higher learning; rising energy prices; and decreasing supplies of fossil fuel and natural gas. Despite these obstacles, the area can support more middle-end retail development.

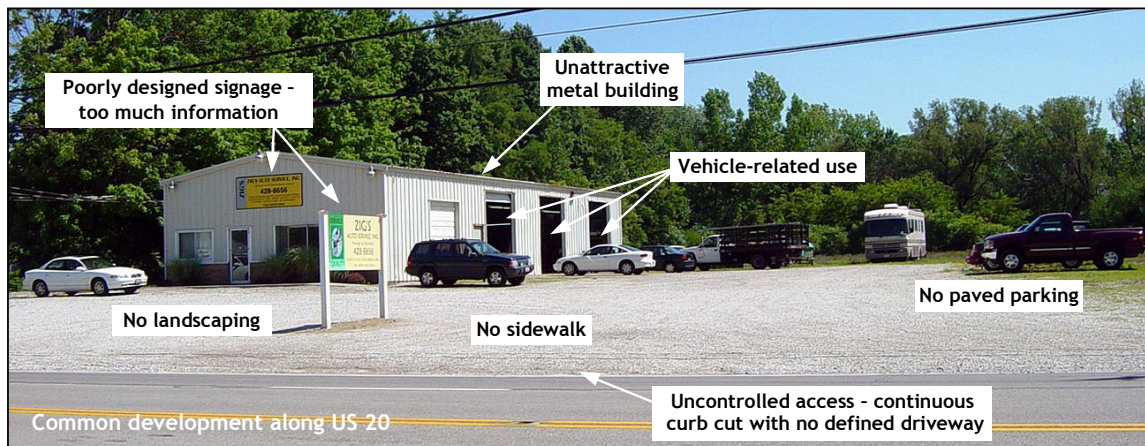


# 3 Issues

## 3.1 Existing conditions summarized

The US 20 corridor has been examined in previous plans related to transportation, land use, and utilities. The five and one-half mile long corridor shares some common features from end to end, but also unique characteristics in certain areas.

The fundamental characteristics of the US 20 corridor are that it lacks the functional and aesthetic aspects that would make it an attractive and desirable part of the community. The combination of a perception of congestion, inadequate public utilities, poor pedestrian and bicycle facilities, businesses located in a seemingly random pattern, and unattractive retail and commercial sites creates an environment that cannot attract and keep quality businesses, is unsafe for drivers and pedestrians, and harmful to the quality of life in the area. Key characteristics include:



- Narrow cross-section of US 20, with few dedicated left turn lanes.
- Few paved shoulders, few curbs, and no bicycle lanes.
- Uncontrolled access to US 20 from properties along the street.
- Little cross-access between adjacent commercial uses.
- Few sidewalks, most of which are next to the street with no buffer or tree lawn.
- Inadequate and sporadically located sewer and water service.
- Surplus of commercial and industrial zoned land.
- Unplanned mix of land uses, with low-quality commercial development and semi-industrial businesses scattered along US 20.
- Few attractive commercial buildings along the corridor; corporate architecture, utilitarian structures and prefabricated metal buildings predominate.
- Commercial buildings usually located behind large parking lots with little or no landscaping.
- Relatively tall, often poorly designed pole signs identify many commercial uses and add to visual clutter.

These characteristics are detailed more in other sections of the plan.

The list may sound negative, but there is good news. The majority of land along the corridor is undeveloped. There is still the opportunity to foster quality development that may have a positive effect on the rest of the corridor. Both residents and business owners recognize the current conditions along the corridor, and they understand the need for a new approach to managing development in the area.

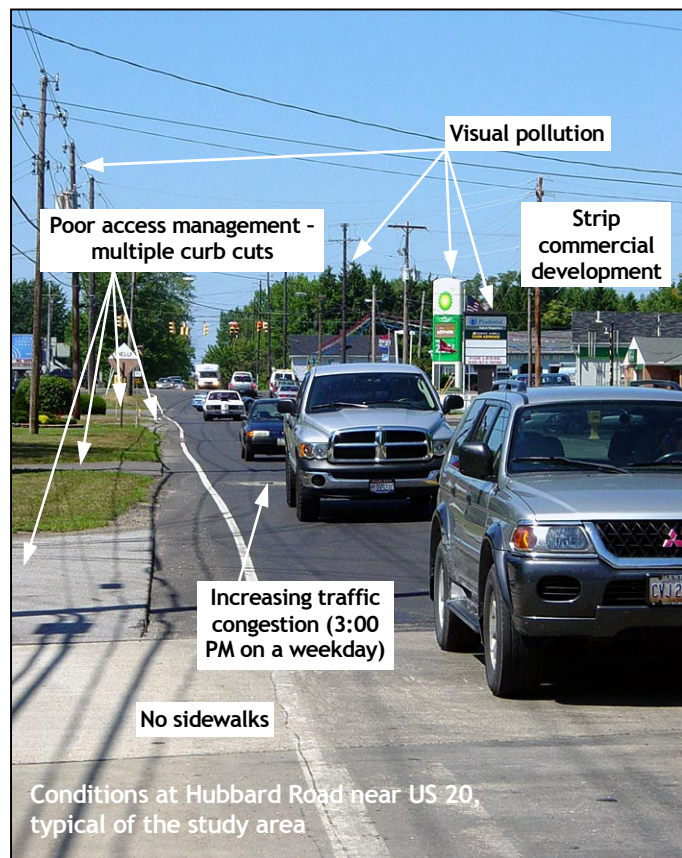
### 3.2 Future problems summarized

*The continued unchecked development of the US 20 corridor area under very permissive land use regulations and transportation planning policies will increase traffic congestion, exacerbate an unkempt appearance, hurt the environment, and make the area less attractive for mid-end businesses and potential residents. It can also hurt neighboring communities by making commuting and travel times longer for their residents, and limiting the opportunity to diversify a tax base with commercial development.*

The intent of this plan is *not* to pass judgment on the concept of “big box” and “category killer” stores, their business practices, or the merits of locally owned businesses versus national chains. The impact of big box stores and national chains on the built environment of Madison Township, though, cannot be ignored; it is the main reason this plan was commissioned and adopted.

The construction of a new 220,000 square foot Wal-Mart Supercenter signals the arrival of the US 20 corridor as a retail center. Wal-Mart will bring basic retail jobs, much-sought after shopping, and property tax and to the township. It will also generate 7,500 to 15,000 vehicle trips every day. According to the Ohio Department of Transportation, in 2002 an average of 14,280 vehicles per day passed by the future Wal-Mart site on US 20. Spin-off development – new restaurants, stores, and other commercial uses that may be drawn to the area after Wal-Mart opens – will draw even more traffic onto US 20 and streets that cross it.

With lax access management in the past – how access to a street from intersecting streets and adjacent properties is controlled – businesses could have any number of driveways to and from US 20. This will make congestion even worse than if traffic increased to the same level without new businesses or driveways along US 20. ODOT has tighten the controls Access Management.



Strip development is considered a poor development practice for many reasons. From the western boundary of the township to the east, almost all land fronting US 20 is zoned for from one end of the township to the other, is fronted by commercial zoned land. Development along the US 20 strip will make traffic congestion even worse – especially considering poor access management – and eliminate any “sense of place” the area

once had. The lack of sewers in much of the corridor limits commercial land uses to those that do not require it: vehicle repair and sales, heavy equipment sales and rental, mini-storage, mobile home sales, and other low-end uses.

To their credit, Wal-Mart officials worked with township leaders to design a building that was visually more appealing than a standard Supercenter. Other national retail and restaurant chains may not be so accommodating, instead using a standard corporate or “trade dress” design for a building that will look like most other locations of the chain. This would harm the community’s “sense of place” and ultimately make the corridor look like most other suburban retail areas in the country.

For commercial uses, township sign regulations permit freestanding signs to be as large as 40 to 160 square feet depending on the property frontage, and up to 24 feet tall. The majority of national chain businesses and shopping center owners will want to display a sign that is as tall and large as legally possible. Sign clutter is already a problem along some parts of US 20, and new large signs will harm the aesthetic quality of the township even more, adding even more visual distractions to drivers along the corridor.

Landscaping requirements in the township zoning resolution are vague. Landscaping standards are listed as an afterthought in a section of the code dealing with administrative procedures for site plan review. In commercial areas, 10% of a site must be “landscaped with grass and plane material or retained in a natural state with vegetative cover.” Nothing governs the location of landscaped areas, or the plant types that are required; a weed-covered treeless patch in the back of a commercial site technically meets township landscaping standards. Parking lot pavement often fronts directly on the street, with no landscaping buffer. Not only does the lack of landscaping hurt the appearance of the corridor and detract from an otherwise semi-rural environment, it also increases stormwater runoff and creates urban heat islands. More commercial development will only make these problems worse.

A common theme of resident comments at community meetings and on surveys was that they did not want to see the corridor develop into an area like US 20 (Mentor Avenue) west of Painesville. With poor road conditions, nonexistent access management, strip commercial zoning, inadequate utilities, and weak zoning regulations, unchecked commercial development will create a corridor that is far worse.



Land in the Bennett Road area is zoned for industrial uses, in anticipation of a proposed exit for an expressway that will never be built. Without the Lakeland Freeway, the site is inconvenient for industry; access to I-90 is awkward and runs through the historic downtown Madison Village. With a surplus of industrial land in eastern Lake and western Ashtabula counties, there is little demand for vacant

industrial sites in the area. With relatively low real estate prices, the area may attract only low-end industrial uses that may be seen as undesirable. Underlying zoning along the US 20 corridor already permits many industrial uses, the presence of which could ward off much-needed mid-end retail and office development.

Madison Township is not an island. Whatever happens along the corridor will affect the Village of Madison and communities surrounding the township. Retail overbuilding could hurt commercial areas in surrounding communities, or deny them the opportunity of developing a retail district of their own.

### **3.2 Future opportunities summarized**

*A growing middle income exurban population, and possibly the presence of Wal-Mart, could attract attention from national mid-end retail businesses and restaurants. Changes in Ohio state law offer townships more control over various aspects of commercial development, including building architecture. New transportation planning techniques, endorsed by the state, can help reduce congestion at little cost. A Joint Economic Development District (JEDD) may provide revenue that can be used to for transportation, utility and beautification projects.*

#### **A growing population that can support commercial development**

While the population of Madison Township is small – 16,000 residents – there are over 50,000 residents in the area when surrounding townships and incorporated communities are included. The population of the area is about the same as the cities of Mentor, Cleveland Heights, or Euclid. The area has about as many residents as some micropolitan areas in the United States supporting a large retail base, such as Eddy County/Carlsbad, New Mexico (51,688 in 2004) and Garfield County/Glenwood Springs, Colorado (48,503 in 2004). The population of the area is growing by about 500 new residents every year. There is an established population base that can support middle-end retail and restaurant development.

#### **Better control over the appearance of commercial development**

Ohio Senate Bill 18, passed in 2004, is seen as stripping the authority of townships to zone for the purposes of “comfort, convenience, prosperity and general welfare,” which may opens the door to development that exceeds the ability of available infrastructure and natural resources to support it. However, it gives townships the right to adopt architectural regulations. Specific building materials cannot be regulated, but any other aspect of building and site design and aesthetics can be controlled. Most commercial architecture in Madison Township is utilitarian or guided by corporate standards. Architectural standards, if adopted, will require high quality building design that offers a positive impression of the township and its businesses, and help reinforce a “sense of place.”

#### **Access management**

The Ohio Department of Transportation has endorsed access management as a tool for alleviating traffic congestion, making vehicle flow smoother, and improving road safety. Access management is a process for providing access to land development, while preserving traffic flow on surrounding roadways in terms of safety, capacity, and speed. This is done by managing the location and design of all access points along a road. It also includes use of dedicated turn lanes, to keep turning vehicles from blocking through traffic.

Access management is used to improve vehicular and pedestrian safety, maintain road capacity and reduce congestion, and enhance community character and aesthetics. Currently, ORC allows the local townships to pass resolutions to control access management on township roads and the ORC also allows the local county commissioners to pass resolutions to control access on county and township roads if the townships have not done so already. Currently, Ohio Department of Transportation controls the access management on all state or federal highways, so they control access management on US 20 and SR 528.

### **Joint Economic Development District**

A Joint Economic Development District (JEDD) is a special-purpose district that can be created by a contract between different municipal corporations and townships. A JEDD allows for the levying an income tax in the district, and the provision of municipal services in unincorporated areas. Income tax revenue in the JEDD area can be shared and used for municipal services, new sewer or water lines, road improvements, beautification, or other programs that will benefit the district.

# 4 Transportation

## 4.1 Introduction



Transportation issues are the biggest concern of area residents, businesspeople and public officials, according to surveys and corridor planning meeting comments. In an exurban environment where businesses and schools are widely scattered, and commuting distances are often long, traffic problems will have more of an impact on their day-to-day lives than their suburban and urban peers. Many feel US 20 is congested and dangerous; that traffic is bad, and getting worse by the day.

This section examines all aspects of mobility in the corridor area – cars, bicycles and pedestrians – and offers recommendations, goals and policies that will make it easier and safer to get around in the township.

## 4.2 Existing conditions

US 20/North Ridge Road through most of Madison Township is a four lane road, with two eastbound and two westbound lanes. In most areas, pavement width is 40 feet (four 10 foot lanes), and the right-of-way width is 60 feet. There are no medians or dedicated turning lanes on most of the road. The road surface is generally well maintained.

At the intersections with Townline Road and Green Road, lane width is 12 feet, and there are dedicated left turn lanes. These intersections were recently improved, along with some others in Painesville and Perry townships, as part of a recent Transportation Equity Act for the 21st Century (TEA 21) project.

In most places, curbs define the edge of the road surface. The curb is often broken, from either a lack of maintenance or a continuous curb cut. There are no paved shoulders or dedicated bicycle lanes.

Access management is poor to nonexistent. Many businesses, located on narrow lots, have two or more access drives. Continuous curb cuts, where the entire frontage of a lot acts as a driveway or access point, are common.

Paved sidewalks run along much of the southern portion of the right-of-way west of Hubbard Road, and parts of the northern portion to the east. Sidewalks are four feet wide. They are separated from traffic lanes by a one to two foot wide tree lawn. Most sidewalks are very poorly maintained. Sidewalks are not plowed or shoveled, and are usually impassible in the winter.

As of 2002, the average daily traffic (ADT) of US 20 ranges from 9,360 at the eastern end of the township to 14,280 at the west end. The posted speed limit for most of the corridor is 45 miles per hour, it is reduced to 35 mile per hour from Burns Road to Hubbard Road.

The functional classification of US 20 through Madison Township, according to the Ohio Department of Transportation, is *principal arterial-other/rural*. This class of roads is considered to have these characteristics:

- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- Connect all or nearly all urban areas with 50,000 and over population and the majority of urban areas with 25,000 and over population.
- Provide an integrated network of continuous routes.

Laketran Route 4 provides fixed route bus service along US 20 from Hubbard Road to downtown Painesville.

#### 4.3 Traffic volume, congestion and capacity

Based on surveys and comments at public meetings, traffic congestion appears to be the most pressing concern of residents, businesspeople, and government officials.

Many have provided anecdotal evidence suggesting traffic congestion along US 20 is severe.

Why such an emphasis on traffic? The life of a typical Madison Township resident is centered on – and dependent on – a motor vehicle. According to the US Census Bureau, in 2000 the mean travel time to work for a resident of the Cleveland PMSA is 24 minutes, compared to 29 minutes for a Madison Township resident. With a small employment base, large commuter population, low-density development, and few schools and commercial areas within walking distance of residential areas, township residents spend more time in their vehicles and drive longer distances for work, shopping, and errands.

Damian Kulask of the Eno Transportation Foundation, in the Transportation Planning Handbook (Institute of Transportation Engineers, 1999), writes:

*Today, transportation rarely ranks at the top of list of hot issues in public opinion polls. The facilities in place appear to be largely taken for granted. Many local projects stir considerable public interest, but a larger share of national attention focuses on social concerns like environmental problems, noise and safety.*



The fact that traffic-related issues rank so highly in various surveys and polls shows just how tightly driving is ingrained in the day-to-day lives of Madison Township residents and businesspeople.

## Traffic volume

***Traffic along the US 20 corridor has actually become lighter in the past decade. However, the trend may reverse, and traffic may increase, as new retail development occurs.***

According to data from the Lake County Engineer and the Ohio Department of Transportation, the traffic volume along US 20 in Madison Township has actually been *decreasing* since 1992. The busiest segment of the road, between the Perry Township boundary and Hubbard Road, was traveled by an average of 17,640 vehicles per day in 1992. In 2002, the ADT fell to 14,280 vehicles per day; a decline of 19%. Between Hubbard Road and Dock Road, the ADT fell 28% between 1992 and 2002. Between Dock Road and the Ashtabula County line, the ADT dropped about 8%. (Table 5-1).

Roadway segment	ADT 1992	ADT 1999	ADT 2002	Δ% 1992-2002
US 20/North Ridge Rd - Townline Rd to Hubbard Rd	17,640	15,530	14,280	-19.0%
US 20/North Ridge Rd - Hubbard Rd - Lake St to Dock Rd	15,620	11,030	11,280	-27.6%
US 20/North Ridge Rd - Dock Rd to County Line Rd	10,150	9,510	9,360	-7.8%
Includes both commercial and passenger vehicles. Ohio Department of Transportation				

Why is traffic dropping, while the population of Madison Township, and surrounding exurban communities in Lake County, is slowly growing? Traffic counts on other major roads in Madison Township also fell between 1992 and 2002, except I-90 and River Street, which has an interchange with I-90. The data suggest that I-90 is being used for east-west traffic that would normally use US 20 and South Ridge Road (OH 84). (Table 4-2)

Roadway segment	ADT 1992	ADT 1999	ADT 2002	Δ% 1992-2002
OH 528/Lake St - US 20 to OH 84/South Ridge Rd/Main St (N/S)	10,360	8,880	10,040	-3.1%
OH 528/River St - OH 84/South Ridge Rd/Main St to I-90 (N/S)	7,460	9,090	9,110	22.1%
OH 84/South Ridge Rd - Townline Rd to OH 528/River Rd (E/W)	5,670	5,980	4,130	-27.1%
OH 84/South Ridge Rd/Main St - OH 528/River St to OH 528/Lake St (E/W)	10,010	8,160	9,800	-2.1%
OH 84/South Ridge Rd/Main St - OH 528/Lake St to Bates Rd (E/W)	5,450	4,080	4,810	-11.7%
OH 84/South Ridge Rd/Main St - Bates Rd to County Line Rd (E/W)	3,840	4,010	3,250	-15.4%
Interstate 90 - Perry/Leroy township line to OH 528/River St/Exit 212 (E/W)	27,040	32,910	33,720	+24.7%
Interstate 90 - OH 528/River St/Exit 212 to Ashtabula County line (E/W)	24,280	33,040	31,340	+29.1%
Includes both commercial and passenger vehicles. Ohio Department of Transportation				

East of OH 528 (Hubbard Road), the ADT of US 20 and South Ridge Road fell by an average of 4,900 vehicles per day between 1992 and 2002. The ADT on I-90 east of OH 528 (River Street) rose by 6,680 vehicles per day during the same period.

Compared to other four lane arterials in Lake County, traffic volume on US 20 in Madison Township is relatively light. (Table 4-3)

Roadway segment	Location	ADT 2002
OH 91/SOM Center Rd - OH 84/Ridge Rd to I-90	Willoughby	35,320
OH 615/Center St - OH 2/Lakeland Freeway to Tyler Bl	Mentor	34,630
OH 91/SOM Center Rd - OH 2/Lakeland Freeway to US 20/Mentor Av	Willoughby	33,650
US 20/Mentor Av - Garfield Rd	Mentor	31,980
US 20/Mentor Av - OH 306/Reynolds Rd to Garfield Rd	Mentor	28,310
OH 91/SOM Center Rd - OH 640/Vine St to OH 2/Lakeland Freeway	Eastlake	27,980

Table 4-3: Traffic volume comparison - US 20 with four lane roads in Lake County		
OH 91/SOM Center Rd - US 20/Mentor Av to OH 84/Ridge Rd	Willoughby	27,900
US 20/Euclid Av - OH 91/SOM Center Rd to Willowcroft Rd	Willoughby	26,290
OH 615/Center St - Tyler Bl to US 20/Mentor Av	Mentor	25,280
US 20/Mentor Av - OH 615/Center St to Painesville Township boundary	Mentor	25,240
US 20/North Ridge Rd - OH 2 terminus to Lane Rd	Perry Township	24,920
OH 44 - I-90 to Girdled Rd	Concord Township	23,860
OH 640/Vine St - OH 2/Lakeland Freeway to US 20/Mentor Av	Eastlake	23,710
OH 91/SOM Center Rd - I-90 to OH 6/Chardon Rd	Willoughby Hills	22,310
US 20/Mentor Av - Willoughby city boundary to OH 306/Reynolds Rd	Mentor	22,030
US 20/North Ridge Rd - Lane Rd to Townline Rd	Perry Township	21,260
OH 283/Lakeshore Bl - Cuyahoga County line to OH 640/Vine St	Willowick	19,160
OH 91/SOM Center Rd - OH 283/Lakeshore Bl to Glen Dr	Eastlake	18,420
OH 640/Vine St - E 337 <sup>th</sup> St to OH 91/SOM Center Rd	Eastlake	18,100
US 20/Mentor Av - Erie St to Mentor city boundary	Willoughby	17,860
OH 640/Vine St - OH 91/SOM Center Rd to OH 2/Lakeland Freeway	Eastlake	16,650
OH 91/SOM Center Rd - Glen Dr to OH 640/Vine St	Eastlake	15,600
US 20/North Ridge Rd - Fairport Nursery Rd to OH 2 terminus	Painesville Township	15,430
OH 640/Vine St - Willowick Rd to E 337 <sup>th</sup> St	Willowick, Eastlake	14,620
<b>US 20/North Ridge Rd - Townline Rd to Hubbard Rd</b>	<b>Madison Township</b>	<b>14,280</b>
US 20/Euclid Av - OH 633/Lloyd Rd to Willowcroft Rd	Wickliffe	13,640
OH 91/SOM Center Rd - OH 6/Chardon Rd to Cuyahoga county line	Willoughby Hills	12,860
OH 44 - Girdled Rd to Geauga county line	Concord Township	11,640
<b>US 20/North Ridge Rd - Hubbard Rd to Dock Rd (4)</b>	<b>Madison Township</b>	<b>11,280</b>
OH 640/Vine St - OH 283/Lakeshore Bl to Willowick Rd	Willowick	10,950
OH 615/Center St - US 20/Mentor Av to Chillicothe Rd*	Mentor	9,750
<b>US 20/North Ridge Rd - Dock Rd to County Line Rd (4)</b>	<b>Madison Township</b>	<b>9,360</b>
OH 44/Heisley Rd - Headlands State Park to OH 283/Lakeshore Bl	Mentor	3,660
* Traffic count taken before I-90 Exit 195 opened in 2004 NOACA, Lake County Engineer		

The traffic count on four-lane US 20 in Madison Township is similar to busier two-lane roads in Lake County. (Table 4.4)

Table 4-4: Traffic volume comparison - US 20 with two lane roads in Lake County		
Roadway segment	Location	ADT 2002
Heisley Rd - OH 283/Lakeshore Bl to OH 2/Lakeland Freeway	Mentor	19,030
Heisley Rd - OH 2/Lakeland Freeway to Hendricks St	Mentor	15,000
OH 84/Johnny Cake Ridge Rd - Button Rd to OH 44	Concord Township	14,730
<b>US 20/North Ridge Rd - Townline Rd to Hubbard Rd (4 lanes)</b>	<b>Madison Township</b>	<b>14,280</b>
OH 306/Chillcothe Rd - Eisenhower Dr to Eagle Rd	Kirtland	13,810
OH 84/Johnny Cake Ridge Rd - OH 306/Broadmoor Rd to OH 615/Center St	Mentor	13,430
OH 283/Lakeshore Bl - Lost Nation Rd to OH 306/Reynolds Rd	Willoughby	13,230
Hopkins Rd - Jackson St to Tyler Rd	Mentor	13,000
OH 84/Johnny Cake Ridge Rd - Little Mountain Rd to Button Rd	Mentor, Concord Township	12,600
OH 283/Lakeshore Bl - Corduroy Rd to OH 44/Heisley Rd	Mentor	12,490
OH 84/Johnny Cake Ridge Rd - OH 44 to Ravenna Rd	Painesville Township	12,060
Andrews Rd	Mentor-on-the-Lake	11,700
OH 306/Chillcothe Rd - Eagle Rd to OH 6/Chardon Rd	Kirtland	11,650
OH 84/Johnny Cake Ridge Rd - OH 615/Center St to Little Mountain Rd	Mentor	11,600
<b>US 20/North Ridge Rd - Hubbard Rd to Dock Rd (4 lanes)</b>	<b>Madison Township</b>	<b>11,280</b>
OH 6/Chardon Rd - SOM Center Rd to OH 174/River Rd	Willoughby Hills	11,060
River St - Main St to I-90	Madison Township	10,040
Hubbard Rd - US 20 to Westwind Dr	Madison Township	9,800
Jackson St - township boundary to OH 44	Painesville Township	9,450
<b>US 20/North Ridge Rd - Dock Rd to County Line Rd (4 lanes)</b>	<b>Madison Township</b>	<b>9,360</b>
OH 283/Lakeshore Bl - Center Rd to Corduroy Rd	Mentor	9,120
OH 84/N Lake St - US 20 to Main St	Madison Township, Madison Village	9,110
Hopkins Rd - US 20/Mentor Av to Jackson St	Mentor	9,000
OH 6/Chardon Rd - OH 84/Bishop Rd to OH 91/SOM Center Rd	Willoughby Hills	7,810
OH 6/Chardon Rd - OH 174/River Rd to OH 306/Chillcothe Rd	Willoughby Hills, Kirtland	9,750
OH 283/Lakeshore Bl - Chagrin River to Lost Nation Rd	Eastlake	9,510
NOACA, Lake County Engineer		

## Congestion

***A state of “congestion” is often in the eye of the beholder. There is no fine line defining the point that a road becomes congested, but there are ways to classify how good or bad traffic is. US 20 serves as a suburban arterial, even though it was not designed for that duty.***

Complaints about congestion are commonplace in urban, suburban, and even exurban and rural areas, but there is little agreement about what congestion actually is, how it can be measured, how much is tolerable, how much it costs, and how to characterize the extent of the problem. The severity of congestion depends on definitions, statistics, behavioral tolerances, personal values, and comparisons.

A road is considered congested when the traffic flow approaches or becomes greater than the traffic-carrying capacity of a roadway. Congestion is defined in TEA 21 as “the level at which transportation system performance is no longer acceptable due to traffic interference.” The term “acceptable” depends on factors such as the type of road, its setting, and the time of day.

Traffic engineers use a ranking system called the *level of service*, or LOS, to classify flow conditions along a road segment; the efficiency of a roadway segment at moving motor vehicles through the zone. Level of service grades do not take into consideration the comfort or safety of pedestrians, bicycles or other non-motorized users of a road. There are six level of service grades used:

- **LOS A:** free flow, with low volumes and high speeds. The speed of a vehicle is controlled only by the desires of the driver and prevailing conditions.
- **LOS B:** stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.
- **LOS C:** mostly stable flow, but speeds and maneuverability are more closely constricted by higher traffic volumes. Driver comfort and confidence will begin to decrease.
- **LOS D:** approaching unstable flow, with tolerable operating speeds. However, driving speed is considerably affected by changes in operating conditions. It becomes more difficult to make left turns or change lanes.
- **LOS E:** condition that cannot be described by speed alone. Operating speeds are lower than in LOS D, with volume at or near the capacity of the highway. There are few gaps between vehicles, and little room to maneuver.
- **LOS F:** breakdown conditions, where uniform traffic flow cannot be maintained, causing a temporary reduction in capacity as queues build. This includes frequent stop-and-go traffic, traffic backed up for two or more changes of a light, blockages caused by traffic turning or lane merges, and traffic volumes much larger than the road was designed to handle.

The Northeast Ohio Area Coordinating Agency (NOACA) has several formulas and criteria for determining the level of service in their Congestion Management System (CMS) Manual of Practice. For US 20, considered a Class I arterial by NOACA, the criteria is:

Arterial class	Range of free-flow speeds (MPH)	Typical free-flow speed (MPH)	Level of service and associated average travel speed					
			A	B	C	D	E	F
I	45-55	50	>42	>34-42	>27-34	>21-27	>16-21	<16

Under the NOACA CMS guidelines, level of service D is considered acceptable. US 20 is considered to have a LOS of B to C, and it not included on the NOACA inventory of most congested streets in the Cleveland area.

## Capacity

***Traffic on US 20 is not greater than the capacity of the road - but capacity is variable.***

The capacity of a road depends on several variables; lane width and number, geometry (turns, curves and slope), cross streets, signals, speed limit, number of driveways and access points, the presence of turning lanes, the desired level of service, and the context of the road – urban, suburban or rural.

A simple table of service volumes for different types of roadway, from the Institute of Transportation Engineers, offers an estimation of the capacity of multilane highways in suburban areas. For a road like US 20, with four lanes, limited traffic signals and relatively few cross streets, the service volume is:

Level of service	One direction through service volume (vehicles/hour)	Both directions through service volume (vehicles/hour)
A	n/a	n/a
B	1,470	2,940
C	1,760	3,520
D	1,890	3,780
E	1,890	3,780

The maximum service volume at a signalized intersection can be increased by about 35% if a dedicated left turn lane is available.

### **Is traffic on US 20 really that bad?**

***According to the numbers, there are few problems with traffic on US 20. However, numbers alone do not tell the whole story.***

The amount of traffic carried on US 20 is lower than most four lane roads in the county, and roughly equal to busier two lane roads in the area. The level of service is scored high, and the road is not considered congested by NOACA. Traffic volume on the road is below capacity for lower levels of service. Despite this, residents and businesspeople in the township generally believe traffic on US 20 is bad; terrible enough to be considered the most important issue along the corridor.

Why do residents feel traffic is congested and generally bad, when the reality is different? Despite good traffic flow, there are elements of US 20 and its traffic that make driving the road a challenge.

**Substandard lanes and right-of-way.** Lanes on US 20 are only 10 feet wide, compared to 12 feet on most four lane roads. The road surface is in a 80 wide right-of-way.

The narrow lanes of US 20 can make drivers feel less secure and confident. Drivers are closer to oncoming traffic, including heavy trucks wide enough to fill almost an entire lane. Utility poles are close to the pavement, visually framing the road and making it appear even narrower and more confining. The feeling of insecurity and danger when driving on US 20 may lead to the nickname of the road among some residents – “Blood Alley.”

**High speed traffic.** One word often used to describe traffic on US 20 is “crazy.” The posted speed limit is 45 miles per hour, but traffic normally flows at higher speeds. The road has few turns and relatively few traffic lights compared to arterials in suburban and urban areas.

While high speed traffic may be safely accommodated on a modern arterial, it is much more dangerous on a road built to 1940s standards. High speed traffic on a road that is narrower than most also hurts driver confidence and comfort.

**Unpredictable traffic patterns.** Access management enforcement along US 20 has been lax over the years, and the amount of conflict points – where a driveway meets US 20 – is quite high for a road in an exurban setting. Most businesses have two or more access points, and continuous curb cuts are common. There is no left hand turn lane, and a driver wanting to turn left into one of the many driveways must stop in the passing lane, causing traffic to back up behind them. Traffic slows behind cars turning into and out of driveways along the road. There are also several semi-industrial uses along US 20, such as excavating firms and trucking companies, where heavy trucks frequently enter and leave the road.

All of these situations are exacerbated during rush hours and inclement weather, especially heavy snow.

The exurban setting of US 20 may also be a factor in how traffic is perceived. What appears to be freeflowing traffic to an urban or suburban resident, a traffic engineer, or a planner, may be seen as congestion in the eyes of those living and working in the exurbs. In an exurban area such as Madison Township, residents may have the expectation that traffic will reflect their low-density, semi-rural/semi-suburban surroundings, and be scattered and light. Anything more might be perceived as “congestion”, even if there are few traffic delays, because it seems out of context with an exurban environment. Residents also spend more time in their cars than those in more densely populated areas, so they may have more exposure to traffic problems. Whether or not congestion actually exists, the perception of it affects the perceived quality of life.

US 20 has the design of a 1930s through route, but is now serving a much different role, functioning as a 2000s suburban arterial. Traffic volume is relatively low today, but it will increase dramatically as Wal-Mart and other new commercial uses open along the corridor.

#### **4.4 Access management**

***Access management along the US 20 corridor and SR 528 are controlled by Ohio Department of Transportation, there is no access management along the north/south connectors. Uncontrolled access increases congestion, and decreases the carrying capacity of the road. There are many ways the township can implement access management requirements that will help improve traffic flow and safety along the corridor, as well as aesthetics.***

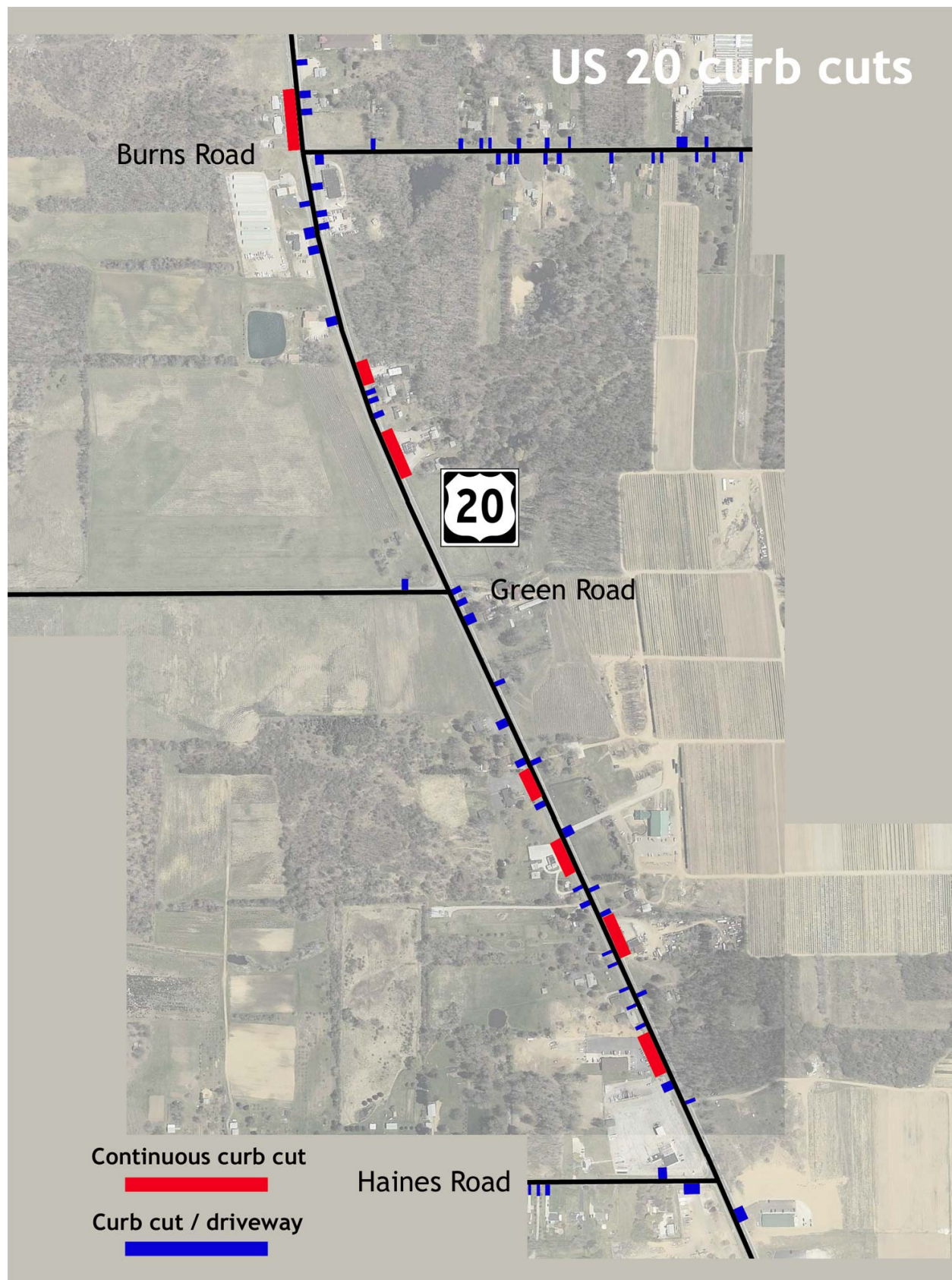
Businesses along US 20 and cross streets usually have unfettered access to the road. Businesses often have two or more driveways or curb cuts from the street to provide access.

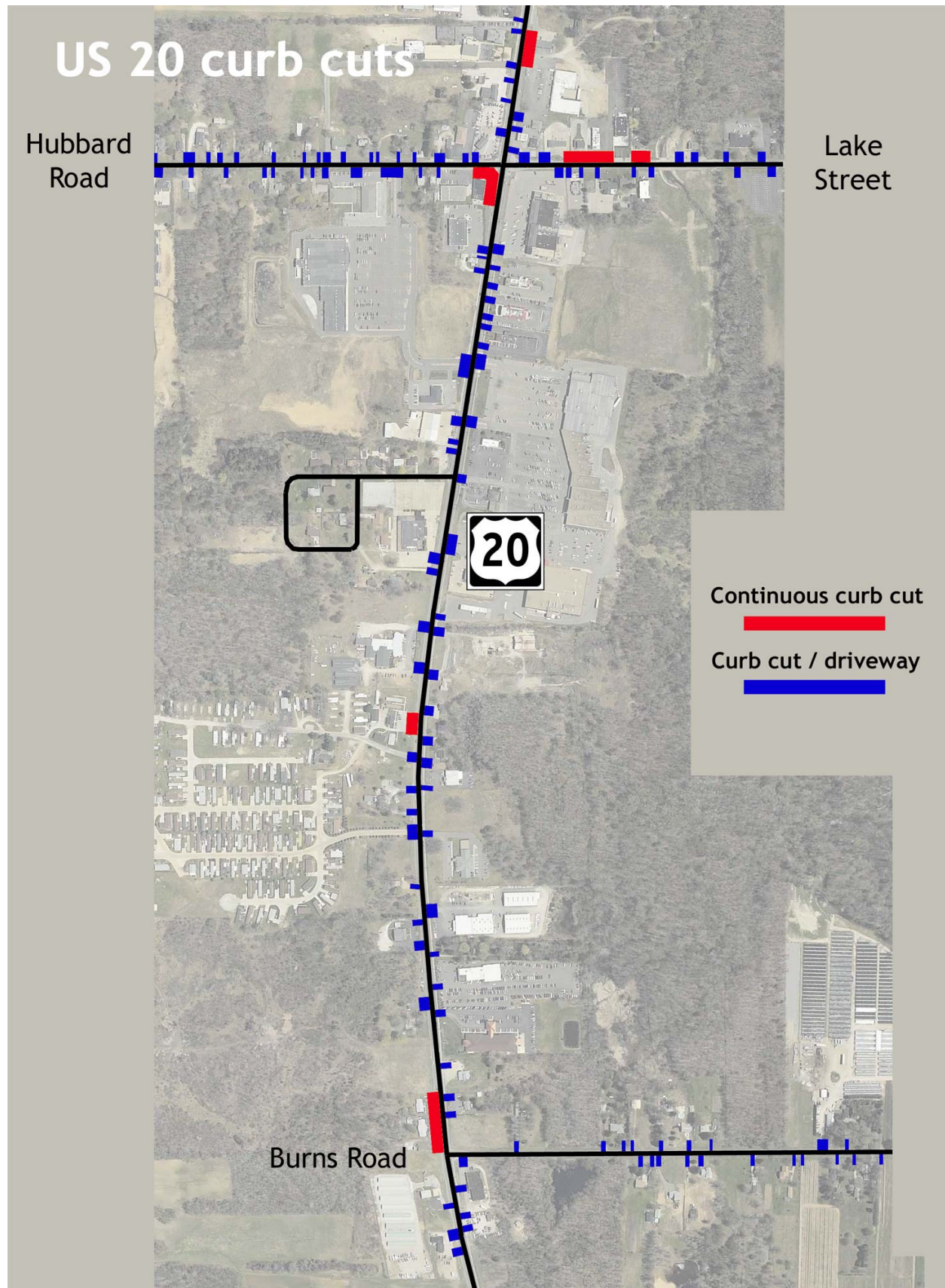
Many businesses along US 20 have continuous curb cuts, where the pavement of a business parking lot will meet the road surface along the entire frontage, with no landscape buffer or physical barrier separating them. (Location maps are on the following pages.) This causes the street, parking lot, and sidewalk to bleed together as a mass of pavement. Continuous curb cuts create a very unsafe pedestrian environment, because vehicles can cross a pedestrian path anywhere. Continuous curb cuts make it difficult for a driver to find the correct entrance to a business. They also increase stormwater runoff, eliminate any visual buffer between the street and a building, and present an unkempt, unappealing and makeshift appearance of a commercial district. Many access problems along US 20 are the result of poor subdivision, zoning and site planning requirements and practices in the past.

Access management is a process for providing access to land development, while preserving traffic flow on surrounding roadways in terms of safety, capacity, and speed. This is done by managing location, design and operation of driveways, median openings, and street connections along a road. It also includes use of dedicated turn lanes or bypass lanes, to keep turning vehicles from blocking through traffic.

Access management is used to improve vehicular and pedestrian safety, maintain road capacity and reduce congestion, and enhance community character and aesthetics.

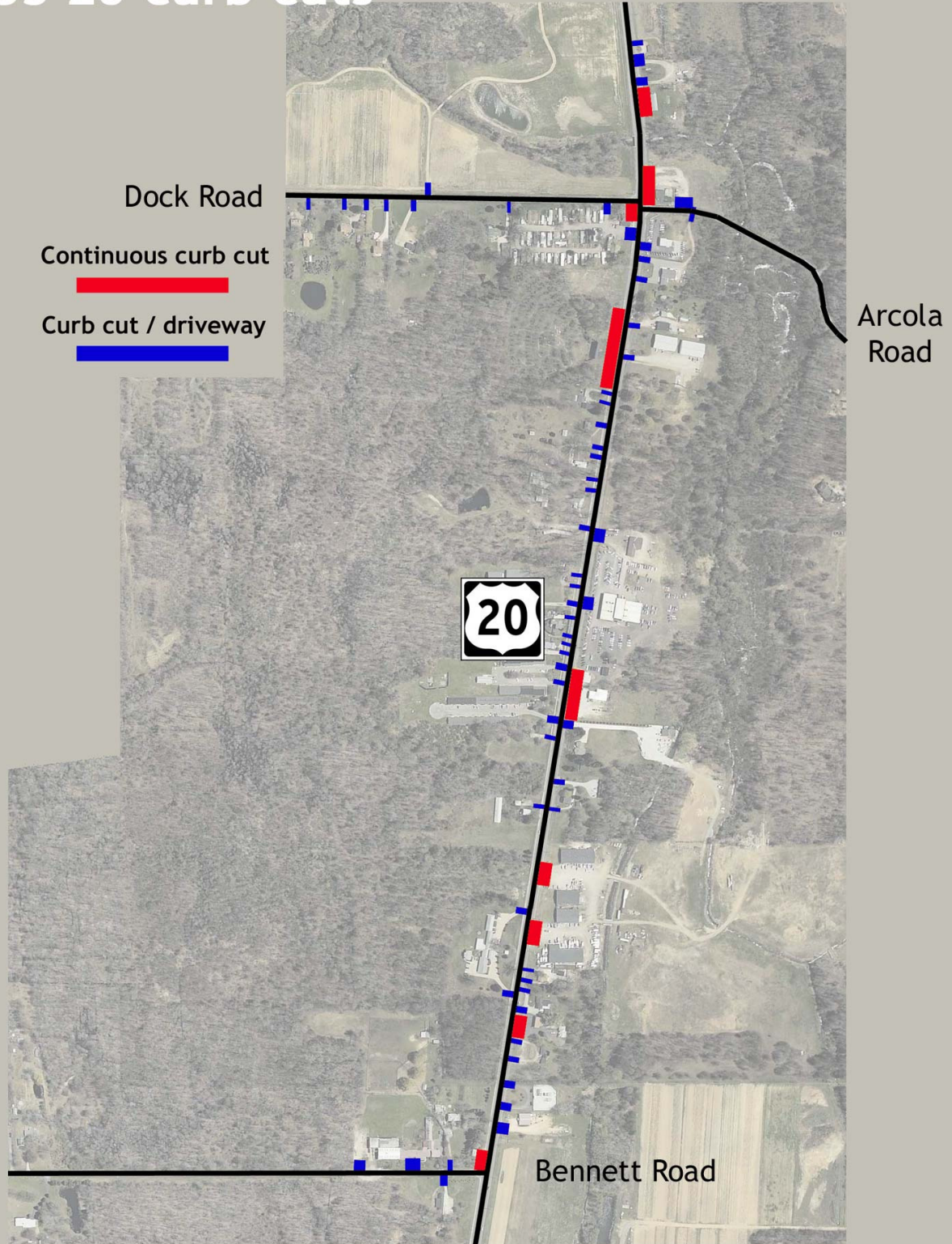




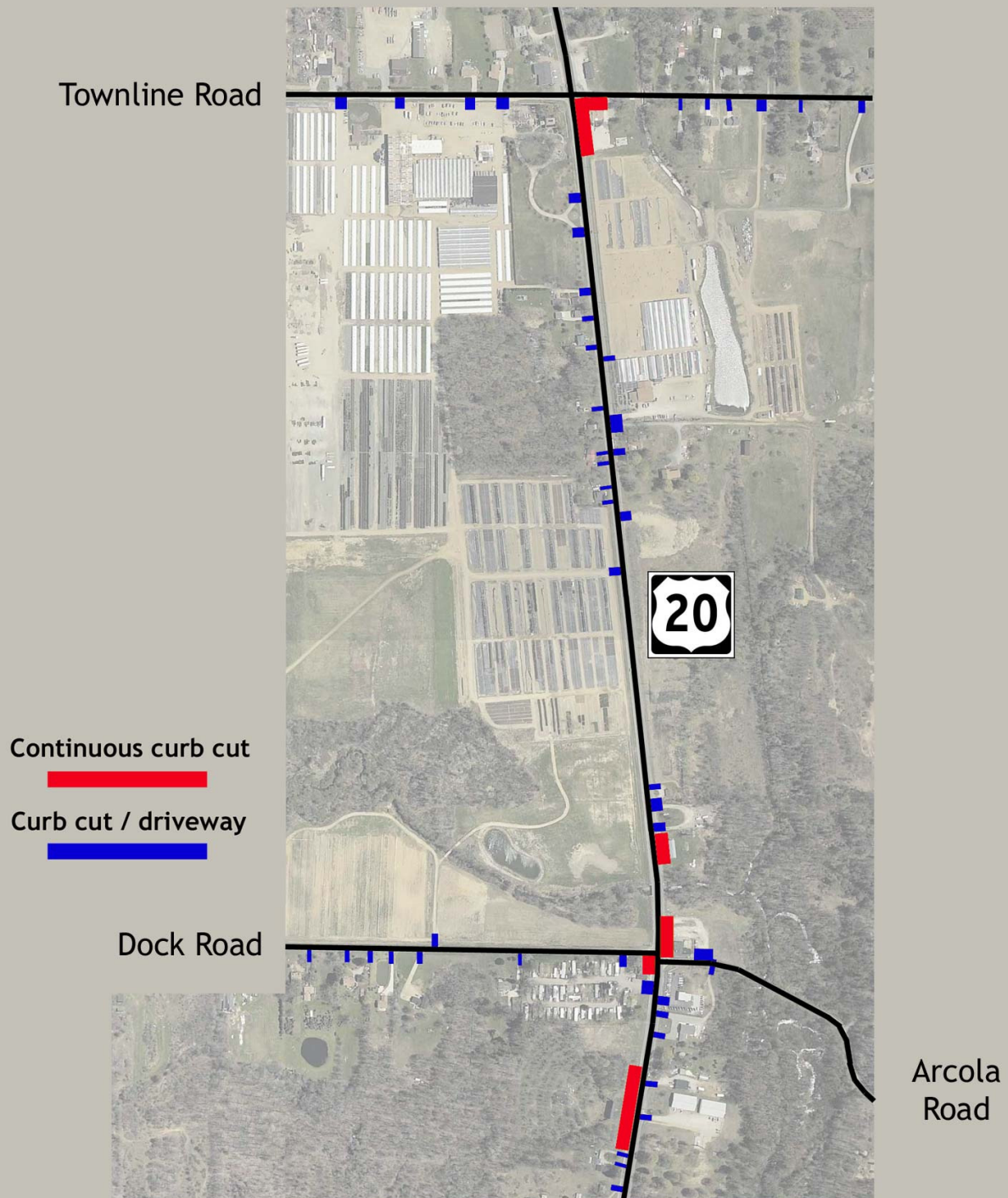




# US 20 curb cuts



# US 20 curb cuts



By maintaining the capacity and level of service of the road, access management protects the substantial public investment in transportation, and reduces the need for expensive improvements. Studies conducted in Florida and Colorado suggest that poor spacing, design, and location of driveways lower average travel speed, and improvements in access management can increase roadway capacity. Research has also shown that access management helps reduce the rate and severity of traffic accidents. Good definition and spacing of driveways also improves pedestrian and bicycle safety, by reducing the potential for conflicts with turning vehicles.

From a land development perspective, access management requirements further the orderly layout and use of land and help discourage poor subdivision and site design. The quality of site access is also important to the success of a development project. The Urban Land Institute *Shopping Center Development Handbook* warns that poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can create a poor image of the center. Reducing the number and frequency of driveways and median openings also improves the appearance of major corridors. More land is freed for landscaping, the visual dominance of paved areas is reduced, and scenic or environmental features can be protected. access management requires coordination of land use and transportation objectives. The township can address the interdependence of land division and access and add access management regulations in its zoning resolution. Access management techniques usually include the following:

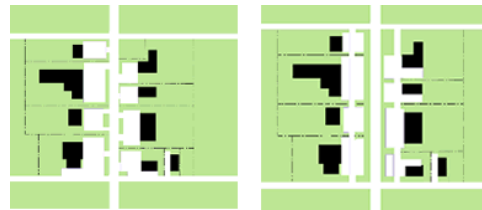
- Regulation of driveway spacing, corner clearance, and sight distance.
- Increased minimum lot frontage and setback requirements along thoroughfares.
- Restriction on the number of driveways for existing lots, and consolidating access wherever possible.
- Requirements for driveway design elements and conditions requiring their use.
- Requiring internal connections, unified circulation and parking plans between adjacent properties.
- Treating properties under the same ownership and those developed as a unified project as one property for the purpose of access control.
- Using frontage and rearage roads to serve as a common access drive for properties along a corridor.

### What is access management?

Access management is a group of strategies, tools, and techniques that work to improve the safety and efficiency of roads - not by adding lanes but by controlling where vehicles can enter, leave and cross a road.

For example, consider a commercial strip that has developed over several decades along both sides of a four lane road. Without access management, the businesses with frontage on the road would all have individual curb cuts for their driveways that let drivers get into their often small parking lot. People trying to pull off the street would slow traffic behind them, and if turning left across the oncoming traffic lane, a number of risks arise.

- To cars in the oncoming lane, or cars slowing behind the turning vehicle, who risk accidents.
- To pedestrians trying to walk along the road, at risk when they cross a driveway.
- To bicyclists riding along the shoulder, facing risk as traffic behind the turning vehicle try to use the shoulder to get around the bottleneck.



(Access Management Guidebook, Humstone and Campoli, 1996)

Multiply this by 100 businesses, and there can be a real mess. Safety would be highly compromised, and the resulting traffic snarls frustrate shoppers and commuters alike. The many driveways also reduce the space that could be devoted to landscaping, making the area less attractive. Everyone loses: businesses, residents, and travelers.

This is the situation today along US 20 in Madison Township.

Access management is one solution to this problem. It helps residential developers build safer neighborhoods. It offers ways to group businesses, their customer access, and their parking lots together, reducing costs and maximizing efficiency. It facilitates left turning without slowing traffic or compromising safety. It makes roads safer and more inviting for drivers, pedestrians, and cyclists. It also increases traffic capacity, without having to spend millions to add lanes or build frontage roads.

- Minimizing commercial strip zoning and promote mixed use and flexible zoning.
- Minimizing casual lot splits to prevent access and right-of-way problems.

### Driveway location and design

Driveway location and design affects the ability of a driver to safely and easily enter and exit a site. If not properly placed, exiting vehicles may be unable to see oncoming vehicles and motorists on the roadway, or not have adequate time to stop. If driveways are too narrow or have a small turning radius, vehicles will be unable to maneuver quickly and easily off the road. If the turning radius and width are very wide, as often the case in Madison Township, fast maneuvers on and off the site pose safety hazards for pedestrians, bicycles, and vehicles. Without an adequate throat or stacking lane, vehicles may block traffic while waiting to enter a site, or block parking rows while waiting to leave.



This driveway in Mayfield Heights has poor corner clearance, making turns and access awkward and unsafe.

Driveway location and design can be regulated by amending parking lot design standards in the zoning resolution.

### Driveway number and spacing

***There are too many driveways that access US 20, and they are too close together. Decreasing the number of driveways and increasing their spacing can increase safety and traffic flow.***

Many businesses along US 20, even those on narrow lots, have two or more driveways. Business owners sometimes perceive these driveways as offering easier, more convenient access to potential customers, but they increase the number of conflict points along the road, and reduce the spacing between driveways. Redundant driveways increase the points along US 20 where traffic can back up and accidents can occur.

Reasonable spacing between driveways is also important to the safety and capacity of a road, as well as the appearance of a corridor. Managing driveway spacing is essential on roads intended for higher speeds, such as US 20. At higher speeds drivers have less time and distance to react to unexpected situations. In most access management codes, the minimum distance between driveways increases, based on the classification, design speed, and traffic volume of the road.



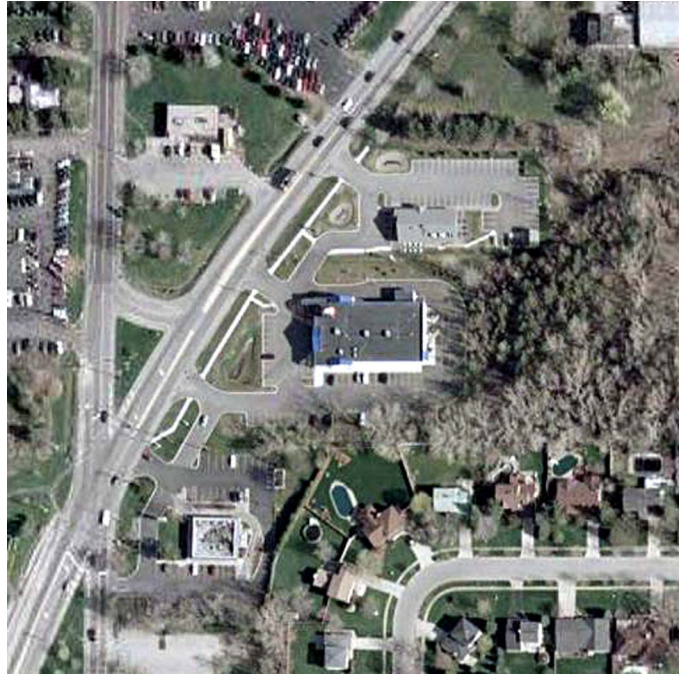
Redundant driveways along US 20 add points of conflict that make traffic patterns unpredictable, increase the risk of accidents, and contribute to traffic delays.

Driveway number and spacing should be regulated by the zoning resolution parking area standards. Required shared access, discussed later in this section, can also help fix problems with closely spaced and redundant driveways.

### Corner clearance

***Driveways located too close to intersections are dangerous, and add to traffic congestion.***

Corner clearance is the distance from an intersection to the nearest driveway. Corner clearance standards, and restrictions on driveways in acceleration, deceleration and right turn lanes, preserve good traffic operations at intersections, and the safety and convenience of access to corner properties. Having a larger minimum lot size requirement for corner lots will protect the development potential and market value of corner properties. It will also help assure that these properties do not experience access problems as traffic volumes grow.



Cross-access driveways connect the parking areas of three separate businesses in Amherst, New York.

### Joint and cross access

***Few businesses along US 20 have shared or cross-access driveways. Their use can reduce the number of driveways accessing the road, and also cut the amount of short vehicle trips on the road.***

Joint and cross access involves connecting neighboring properties, and consolidating driveways serving more than one property. This allows vehicles to circulate between adjacent businesses without having to re-enter the road. Joint access is also used to connect major developments, reduce the number of driveways, and increase driveway spacing where highway frontage has been subdivided into small lots, such as US 20. This allows more intensive development of a corridor, while maintaining traffic operations and safe and convenient access to businesses.

In many communities, larger parcels are often developed as a unified site, with joint and cross access planned from the start, even if the site will be subdivided into several commercial lots. In Madison Township, land is usually subdivided and developed incrementally over a long period, with no unified plan for a site. Each of the resulting lots is developed individually, with no coordination of access.

One way that joint access can be implemented is by prohibiting direct access to US 20 from outparcels and lots that are carved from larger lots. Instead, the owner of the original parcel must provide access rights from the old lot to the new. If the original host lot is not immediately developed, the developer of the newer lot may be allowed a temporary driveway, which would be closed when the original lot is developed. The easement or access agreement is recorded with the property records, along with a joint maintenance agreement, and an agreement to close the temporary driveway when the joint access system is complete. As an alternative, property owners can also be required to create a binding joint access and cross easement plan before subdividing their property.

For new development on new and existing lots, access rights and stub-out drive aisles to adjacent parcels would be required by zoning resolution parking requirements, along with the appropriate access easements and/or agreements. For lots that are developed, creating stub-out driveways and recording

access easements and/or agreements would be required if the business or use on the property changed, or as a condition of a building permit for major expansion or renovation.

Because access is shared, it will also be easier to share parking areas. The zoning resolution should be amended to allow reduced a lower number of parking spaces for a use if access is shared.

Another option is to declare a cross access corridor on the zoning map for parts of the corridor where retail and commercial development will be intense, along with design requirements; for instance, the travel corridor must extend the entire length of each block it serves, or at least 1,000 feet of linear frontage along US 20, be able to accommodate two-way traffic, and have a design speed of 10 MPH. All properties developing on the US 20 corridor would have to include provisions for the cross access corridor.

To implement joint and cross access requirements, the township zoning resolution and county subdivision regulations would need to be amended.

### Frontage and rearage roads

***There are no frontage or rearage roads along the US 20 corridor. Frontage and rearage roads can reduce the number of driveways and conflict points along US 20, but they can also be expensive to build.***

The idea of frontage roads along US 20 has been raised at several community meetings.

Frontage roads can be useful for eliminating driveway connections along US 20; they would serve almost as a collective driveway to a number of properties. However, if not carefully managed, frontage roads can create operational problems at intersections, especially when combined with high traffic volumes associated with commuter routes and commercial areas. If frontage roads connect close to major intersections, severe congestion, long delays, and high accident rates could result.

Frontage roads would be difficult and very expensive to implement along US 20, because the right-of-way is relatively narrow, and they could eliminate the parking area for many businesses. Frontage roads would also create a very wide traffic corridor that would be visually intimidating, and detract from the exurban character of the township.



Rearage roads behind businesses in suburban Denver, Colorado.

Rearage roads, also called backage roads, function much like frontage roads, only they are placed behind areas to be developed. Rearage roads allow for a greater distance between their connection with cross streets and the intersection of those cross streets with US 20, eliminating problems with congestion. Rearage roads can be implemented over time by acquiring right-of-way – a process that may be costly – or through a method similar to the cross access corridor scheme described in the previous section.

## Possible business concerns

***Businesspeople may object to access management because they believe it makes access less convenient for impulse customers and delivery vehicles. However, it has no effect on the demand for products and services they offer. Studies show access management generally does not harm local businesses.***

Local businesses that depend upon drive-by traffic may raise concerns that their patronage will be hurt by medians and driveway limitations. Others may claim they will be affected because customers and delivery vehicles will find it less convenient turning into a dedicated driveway, rather than just pulling off the road into a parking lot with a continuous curb cut.

Several studies were conducted in the 1990s to find the potential economic effects of access management. Due to the proprietary nature of sales information and the factors that affect business activity, analysis of this issue has been difficult. Most studies have focused on business owner perceptions of impacts, before and after case examples, or generalized comparisons of business activity across corridors.

**Consider this:** the fast-growing suburbs of Denver, Phoenix, Kansas City and San Francisco have some of the nation's strictest access management regulations. They also have prospering commercial districts, and access management has not deterred new businesses.

In 1999, the Kansas Department of Transportation studied 15 businesses that had filed inverse condemnation lawsuits on access related issues. In nearly every case, the landowner had claimed that access management would have devastating effects on their business and the highest and best use of their property. Some had been compensated for potential impacts. Each property was studied to find if the economic impacts had been realized.

In all but one of the cases either the claimant was still in possession of the property and operating the business, the property was being used for the same use by a different operator, or the use of the property had been upgraded. The only exception was where a main road was relocated, and two gas stations remained on the old road, which was converted to a frontage road. In this case, drivers had to go miles out of their way to reach the frontage road, and the gas stations went out of business.

The Texas Department of Transportation conducted a study of the economic impacts of left-turn restrictions in the mid-1990s. Key findings included the following:

- Perceptions of business owners before a median was installed were more pessimistic than what usually happened.
- Business owners reported no change in pass-by traffic after median installations.
- Most business types (including specialty retail, fast-food restaurants and sit-down restaurants) reported increases in numbers of customers per day and gross sales, except for gas stations and auto repair shops, which reported decreases in the numbers of customers per day and gross sales.
- Most adverse economic impacts were realized during the construction phase of the median installations.
- Employment within the corridors experienced upward trends overall, with some exceptions during construction phases.
- When asked what factors were important to attracting customers, business owners generally ranked "accessibility to store" lower than customer service, product quality and product price, and ahead of store hours and distance to travel.
- About 94% of business owners reported that their regular customers were at least as likely or more likely to continue patronizing their business after the median installation.
- Along corridors where property values were studied, the vast majority of land values stayed the same or increased, with very few exceptions.

Iowa State University conducted a statewide study of the effects of access management on business vitality in 1996. Results showed that:

- Corridors with completed access management projects performed better in terms of retail sales than the surrounding communities. Business failure rates along access managed corridors were at or below the statewide average for Iowa. Although this suggests that access management projects generally did not have an adverse effect on the majority of businesses, some businesses may have been negatively impacted.
- 80% of businesses surveyed along access managed corridors reported sales at least as high after the project was in place. Relatively few businesses reported sales declines associated with the access management project, although these business owners clearly felt that they were hurt by the project. The firms perceiving negative impacts were a mixture of business types.
- Similarly, about 80% of businesses reported no customer complaints about access to their businesses after project completion. Those businesses that tended to report most complaints were highly oriented toward automobile traffic.
- In all cases, 90% to 100% of motorists surveyed had a favorable opinion of improvements made to roadways that involve access management. The vast majority of motorists thought that the improved roadways were safer and that traffic flow had improved.

Although several studies assessed the potential economic damage from access management, none have examined the potential long-term economic benefits. Poorly designed access not only hurts the character and efficiency of a corridor, but also its economic vitality over time. Property values that have increased rapidly during commercial development tend to decline after the area is built out, if the character and efficiency of the corridor is hurt in the process. The result is a pattern of disinvestment as successful businesses choose other, higher quality locations. This pattern is seen throughout the region, including in Vine Street in Eastlake, and Mentor Avenue in Wickliffe and Painesville Township.

(Studies compiled in *Economic Impacts of Access Management*, Kristine M. Williams, AICP, Center for Urban Transportation Research, University of South Florida, 2000.)

## 4.5 Road safety

***The US 20 corridor does not live up to its nickname of “Blood Alley,” but there are safety concerns that need to be addressed.***

Residents, businesspeople and town officials generally agree that US 20 is an unsafe road. Narrow lanes, traffic that normally exceeds design speeds and posted speed limits, heavy truck traffic, lack of access management and threatening winter weather have helped to give the road the nickname “Blood Alley”. Between 2000 and the present, however, little blood has been spilled along the US 20 corridor. No fatal accidents happened during that time, and on average an accident where injuries result happen once every 24 days. An accident without injuries happens, on average, about twice a month. About 10% of all accidents in Madison Township take place on US 20.

Year	Fatal crashes	Injury crashes	Other crashes	Total crashes	Deaths	Injuries
2000	0	14	24	38	0	22
2001	0	12	33	45	0	21
2002	0	14	28	42	0	25
2003	0	20	23	43	0	30
2004	0	14	22	36	0	21
2005*	0	17	36	53	0	26

\* = 2005 compiled data to June 1. Estimate of annual totals shown (January 1 to June 1 crashes x 2.4).  
*Ohio Department of Public Safety*

Of the 226 accidents between January 2000 and May 2005, 26% may be attributed to inclement weather. 42 accidents (18%) during that time took place under rainy conditions, six (3%) with sleet, and 11 (5%) with snow. The percentage of accidents due to inclement weather is slightly higher than the state as a whole.

Many accidents took place at low speeds, implying that they are “fender benders” at intersections, or took place at access points. 17% of all accidents took place at speeds below 10 miles per hour; 23% between 10 and 19, 11% between 20 and 29, 28% between 30 and 39, 39% between 40 and 49, and 2% at 50 or above.

How much that the low accident rate can be credited to driver caution – the substandard design of the road actually causing drivers to be far more diligent and conservative than normal – cannot be measured.

## 4.6 Pedestrian and bicycle provisions

***Existing sidewalks are sporadic, neglected and unsafe, and there are no accommodations for bicycle riders. As US 20 is upgraded, sidewalks and bicycle lanes should be built on both sides of the road.***

The American Association of State Highway and Transportation Officials’ (AASHTO) “Green Book” states “Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way.” The need for sidewalks exists along busy roads in exurban areas like Madison Township, because higher traffic speeds and a general absence of lighting increase the potential of accidents to those walking on or adjacent to the traveled way. The limited data available suggests that sidewalks in rural areas do reduce pedestrian accidents. Sidewalks can be found on both sides of US 20 along most of the road between Euclid and Painesville, despite the suburban nature of the area, and are frequently used by area residents, hotel guests, and workers and shoppers using public transportation.

Sidewalks along US 20 leave a lot to be desired. East of Hubbard Road, sidewalks run along much of the north side of US 20 to Dock Road, with no sidewalks serving the south side. West of Hubbard Road, sidewalks follow much of the south side of US 20, with few sidewalks on the north side. There are many gaps where there are no sidewalks, including the busy commercial area near Hubbard Road. Sidewalks also tend to disappear under driveways and paved areas that meet US 20 in a continuous curb cut.

Where they exist, sidewalks are generally in poor condition. They are often cracked or grown over, and covered in pebbles. A very narrow tree lawn, usually one to two feet wide, separates sidewalks from traffic lanes. This nearly non-existent buffer between pedestrians and fast traffic, much of it being heavy vehicles, can make walkers feel uncomfortable and unsafe.

Both the bicycle level of service (BLOS) and pedestrian level of service (PLOS) along US 20 are poor. NOACA also listed North Ridge Road as not suitable for bicyclists but there may be no alternate route on their 2003 Bicycle Transport Map of Lake County. The following data was used in a formula published by the Transportation Research Board to determine BLOS and PLOS.

Lanes per direction: 2  
 Outside lane width: 10 feet  
 Paved shoulder/bike lane/marked parking width: 0 feet  
 Bidirectional traffic volume/ADT: 15,000 vehicles/day  
 Posted speed limit: 45 mph  
 Heavy vehicle percentage: 5%  
 FHWA pavement condition rating: 4 (good)  
 Percentage of segment with occupied parking: 0%  
 Percentage of segment with sidewalks: 50%  
 Sidewalk width: 4 feet

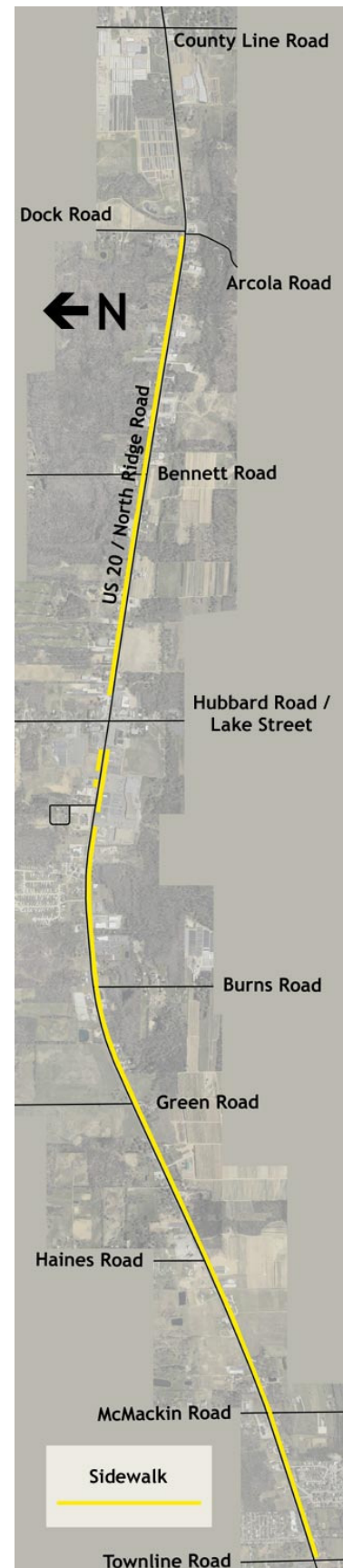


Cyclists urge drivers to “share the road,” but it can be challenging with narrow lanes, wide trucks, and impediments like storm drainage grates.

Sidewalk buffer/parkway width: 1 foot

BLOS score: 5.05, **level of service E** (4.51-5.50) - very low  
 PLOS score: 4.22 , **level of service D** (3.51-4.50) - moderately low

(Landis, Bruce, "Real-Time Human Perceptions: Toward a Bicycle Level of Service," Transportation Research Record 1578 (Washington DC, Transportation Research Board, 1997).



The AASHTO recommends sidewalks six to eight feet wide along both sides of rural arterial streets with an average daily traffic count of 2,000 or more. Because the proposed road profile (see Section 5.8) includes separate bicycle lanes, this plan recommends five foot wide sidewalks, separated from the road surface by a 10 foot wide tree lawn and snow storage area. If bicycle lanes will not included when US 20 is improved, this plan recommends six to eight foot wide sidewalks along both sides of US 20.

## 4.7 Public transportation

***Public transit does not have a measurable effect on US 20 traffic. However, changes can be made that will improve both transit service and traffic flow on the road.***

Fixed route public transportation along the US 20 corridor is limited to Laketrans route 4, which provides service between the North Madison area and downtown Painesville. The route follows US 20 from the western end of the township to Hubbard Road, where it turns north. There are three eastbound and two westbound buses on weekdays, and no weekend service. (Route 11, an express line between Madison Township and downtown Cleveland, does not serve and is not connected to US 20.)

There are no fixed bus stops; riders must signal the bus as it approaches. This may contribute to the unpredictability of traffic patterns along US 20. This plan recommends fixed and posted bus stops along US 20. Although it will not stop traffic delays from the bus stopping to pick up and discharge passengers, it may reduce the number of stops, and make them more predictable.

As the population of Madison Township increases, there may be additional demand for fixed route public transit. The plan recommends off-peak sharing of a large parking lot at a shopping center or big box store as a park-and-ride facility. Increased availability of public transit may not reduce traffic on US 20, but it can serve as an amenity that improves the quality of life for residents by providing an alternative to driving on the road.

## 4.8 Pending road improvement plans

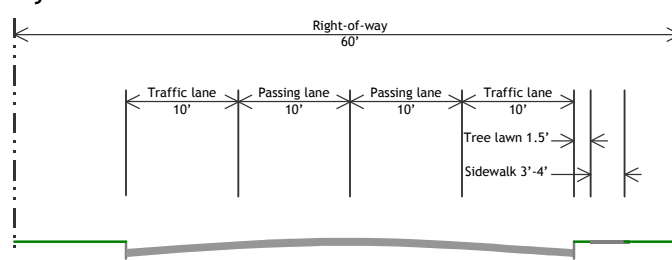
***Because US 20 is not considered congested, there are no immediate plans to improve or rebuild the road by state and regional agencies. Future projects, though, should comply with this plan.***

The last major improvement to US 20 was in the 1930s, when it was widened from two lanes to four as part of a Works Project Administration (WPA) project. In the late 1980s, the Lake County Engineer and the Ohio Department of Transportation (ODOT) worked on plans to widen the traffic lanes on US 20. The plan were never implemented. In 2002, work began on widening lanes and adding left hand turn lanes at the intersections with Townline Road and Green Road.

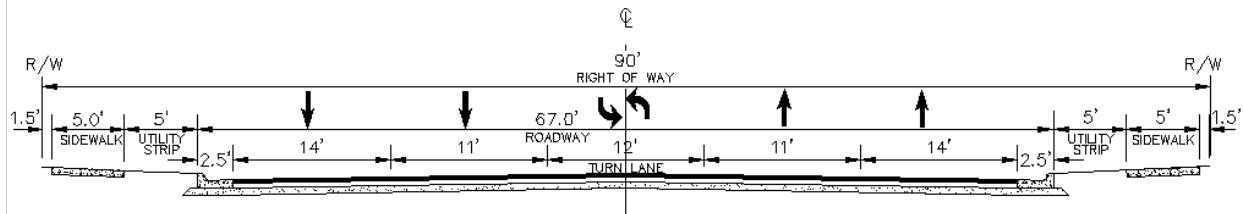
At the time this plan was written, there are no plans by ODOT to widen or otherwise improve US 20 through the township. Improvement of US 20 is considered a very low priority by the Northeast Ohio Area Coordinating Agency (NOACA). Of the 2,345 road segments that are inventoried in the Northeast NOACA 2004 Congestion Management System, US 20 between Townline Road and Hubbard Road is ranked 1,287<sup>th</sup> for volume to capacity ratio (0.527), and 1,768<sup>th</sup> between Hubbard Road and the Ashtabula County line (0.383). By comparison, the most congested road segment in Lake County, a section of Lake Shore Boulevard (OH 283) between Reynolds Road (OH 306) and Munson Road (OH 615) in Mentor, has a volume-to-capacity ratio of 1.352.

US 20 today is essentially unchanged from the 1930s; it remains a road with four narrow 10 foot wide traffic lanes in a 60 foot right-of-way. The road does not meet modern standards, for lane and right-of-way width, snow storage, or pedestrian and bicycle accommodations. Despite the lack of congestion according to collected data, the road is still in urgent need of improvement.

### US 20 section - today



### ALTERNATIVE #1



This illustration shows a cross-section of US 20 today, and the cross-section recommended by this plan.

The proposed cross section is 90 feet wide, adding just six to ten feet to the right-of-way north and south of the road.

Traffic lanes are widened from 10 feet to 11 to 14 feet. A 12 foot wide turnlane separates the carriageways. Left turn lanes are cut into the median at appropriate locations.

A four foot wide bicycle lane, including two feet for curbs and gutter, could be installed on the edge of each carriageway. Three and half to five foot wide tree lawns accommodate landscaping and winter snow storage, and buffer the four foot wide sidewalks from traffic.

Zoning requirements for building setbacks, parking area stacking lane depth, and landscape areas should consider the future width of the right-of-way, and the desired building setback or depth of the landscaped area. The plan recommends using the right-of-way centerline for setback requirements, rather than distance from a right-of-way boundary that may change in the future.

## 4.9 Goals and strategies

**TR-1** Traffic flow along the US 20 corridor should be smooth. Attributes of US 20 that contribute to unnecessary congestion, cause driver frustration and anxiety, and reduce traffic capacity will be minimized.

- **TR-1-S1** Access management. Work with the state and county to create access management regulations that are beneficial to the Township

<b>Priority</b>	low 1 2 3 4 5 6 7 8 9 <b>10</b> high
<i>Critical for reduce congestion, improve traffic flow, reduce accidents, and increase carrying capacity. Considered an extremely important issue, and a high priority among residents and the business community.</i>	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <b>8</b> 9 10 easy
<i>Access management in townships is typically administered by county and state agencies, but could be implemented by amending parking area requirements in the zoning resolution. Work with county officials to create access management standards. May be some opposition from businesses and property owners, despite support shown by survey results.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Writing and adopting a zoning resolution amendment.</i>	
<b>Timeframe</b>	Within three months of plan adoption.

- TR-1-S2 Review and revise parking standards to have standards for locating access points for parking lots. There should be 500 feet between parking access points along the same side of the street and access points should be located so that they line up with access points from across the street or have at least of 150 foot off set.

<b>Priority</b>	low 1 2 3 4 5 6 7 8 9 <b>10</b> high
<i>Critical for reduce congestion, improve traffic flow, reduce accidents, and increase carrying capacity. Considered an extremely important issue, and a high priority among residents and the business community.</i>	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <b>8</b> 9 10 easy
<i>Zoning Commission or Trustees will be required to create the language.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Implementing a zoning resolution amendment.</i>	
<b>Timeframe</b>	Future; when roads are planned for improvement.

- TR-1-S3 Traffic signal spacing. Work with ODOT on spacing traffic signals as far apart as possible on US 20, to reduce stop-and-start traffic, travel times, fuel consumption and air pollution. Spacing should be wider in areas between commercial nodes.

<b>Priority</b>	low 1 2 3 4 5 6 <b>7</b> 8 9 10 high
<i>Increased spacing will improve traffic flow, reduce accidents, and increase carrying capacity of US 20.</i>	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 <b>6</b> 7 8 9 10 easy
<i>Working with state and county official, who may be hesitant to support wider traffic signal spacing than called for by agency policy.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<b>Timeframe</b>	Future; when roads are planned for improvement.

- TR-1-S4 Road profile. Work with state and/or county officials when US 20 is improved or reconstructed, to ensure the proposed road profile or cross-section will improve safety, increase driver confidence, and minimize any potential for congestion and frustration. The ideal road profile should include, but not be limited to, the characteristics described in the plan text.

- *Minimum of two 12' wide lanes in each direction.*
- *Dedicated left turn lanes at collector street intersections.*
- *4'/1.2m wide bicycle/snow lanes in each direction.*
- *Raised curbs.*

<b>Priority</b>	low 1 2 3 4 5 6 7 8 <b>9</b> 10 high
Necessary to reduce congestion and improve traffic flow, considered a very high priority among residents and the business community.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 <b>6</b> 7 8 9 10 easy
Working with state officials. There may be some resistance to improvements at a higher-than-minimum standard.	
<b>Cost of implementation</b>	low 1 2 3 4 5 6 <b>7</b> 8 9 10 expensive
Township may have to bear some of the cost for amenities or improvements beyond ODOT minimum standards.	
<b>Timeframe</b>	Future; when roads are planned for improvement.

## TR-2 Unnecessary vehicle trips should be reduced on US 20.

TR-2-S1 Alternate routes. Support improvements to north-south roads outside of the corridor area, which would provide better access to Interstate 90 – an alternative to US 20 for longer east-west trips.

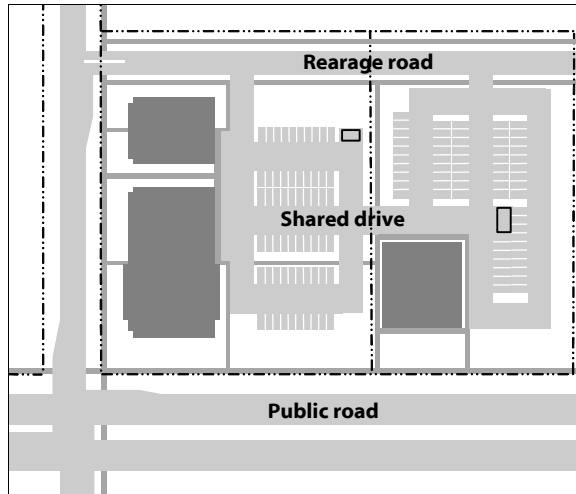
<b>Priority</b>	low 1 2 <b>3</b> 4 5 6 7 8 9 10 high
Outside the corridor area; indirect impact. Issues directly impacting the corridor area itself should be addressed first. I-90 access should be addressed more in the township comprehensive plan.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 <b>6</b> 7 8 9 10 easy
Working with county and state officials, and lobbying elected officials.	
<b>Cost of implementation</b>	low 1 2 3 4 5 6 <b>7</b> 8 9 10 expensive
Improvement to township-owned and maintained roads may be costly. State and county will bear expense of improving roads it owns.	
<b>Timeframe</b>	Long-term.

TR-2-S2 Cross access. Require parking areas to include strategically located cross access aisles, or provisions for future cross access, to existing or future parking areas on adjacent lots, so driving between businesses located on different lots does not involve returning back to the street. Require building interconnection provisions whenever a parking lot is resurfaced, or a site is redeveloped. Require dedication of a permanent access easement for cross access drive aisles.

<b>Priority</b>	low 1 2 3 4 5 6 7 8 <b>9</b> 10 high
Access management issues considered extremely important by most respondents, including business and property owners, in all surveys and meetings; rearage roads often mentioned.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <b>8</b> 9 10 easy
Amend zoning resolution to add requirements and standards. May be some opposition from businesses and property owners.	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
Writing and adopting a zoning resolution amendment.	
<b>Timeframe</b>	Within six months of plan adoption; with zoning resolution amendments addressing other issues in this plan.

TR-2-S3 Common rearage roads. Require interconnecting rearage roads for commercial development on deep lots. Require dedication of a permanent access easement for such roads.

<b>Priority</b>	low 1 2 3 4 5 6 7 8 <b>9</b> 10 high
Access management issues considered extremely important by most respondents, including business and property owners, in all surveys and meetings; rearage roads often mentioned.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <b>8</b> 9 10 easy
Amend zoning resolution to add requirements and standards. May be some opposition from businesses and property owners.	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
Writing and adopting a zoning resolution amendment.	
<b>Timeframe</b>	Within six months of plan adoption.



**TR-3 Pedestrians and alternative forms of transportation should be accommodated along the US 20 corridor.**

**TR-3-S1 Bicycle accommodation.** See TR-1-A3 above. Work with state and/or county officials when US 20 is improved or reconstructed, to ensure the proposed road profile includes bicycle/snow lanes. Work with state or county officials when collector roads crossing US 20 are improved or reconstructed, to ensure the proposed profile includes bicycle/snow lanes or shoulders that can be safely used by bicyclists.

<b>Priority</b>	low 1 <b>2</b> 3 4 5 6 7 8 9 10 high
Seen as desirable, but not a high priority, among township residents and businesses.	
<b>Ease of implementation</b>	easy 1 2 3 4 <b>5</b> 6 7 8 9 10 difficult
Working with state officials. There may be some resistance to improvements at a higher-than-minimum standard.	
<b>Cost of implementation</b>	low 1 2 3 4 <b>5</b> 6 7 8 9 10 expensive
Township may have to bear some of the cost for amenities or improvements beyond ODOT minimum standards.	
<b>Timeframe</b>	Future; when roads are planned for improvement

**TR-3-S2 Sidewalks.** Work with state and/or county officials when US 20 is improved or reconstructed, to ensure sidewalks are added. Require property owners along US 20 and collector streets to add sidewalks when the property is developed, redeveloped, or major improvements are made. Require a tree lawn or landscape/hardscape strip, planted with hardy salt-tolerant vegetation preferably grown in a local nursery, between sidewalks and the road, for landscaping, plowed snow, and a physical buffer that will increase the perception of safety and security among pedestrians.

<b>Priority</b>	low 1 2 3 4 5 <b>6</b> 7 8 9 10 high
Seen as desirable, but not a high priority, among township residents and businesses. AASHTO strongly recommends sidewalks in suburban and exurban commercial areas.	
<b>Ease of implementation</b>	difficult 1 2 3 4 <b>5</b> 6 7 8 9 10 easy
Working with state officials. There may be some resistance to improvements at a higher-than-minimum standard.	
<b>Cost of implementation</b>	low 1 2 3 <b>4</b> 5 6 7 8 9 10 expensive
Township may have to bear some of the cost for amenities or improvements beyond ODOT minimum standards; JEDD revenue should be earmarked towards this. AASHTO standards may be used in the township's favor.	
<b>Timeframe</b>	Future; when roads are planned for improvement.

TR-3-S3 Public transportation. Work with businesses and Laketran to allow the use of large parking areas for park-and-ride facilities. Consider park-and-rise facilities as an off-peak use which should not affect the required number of parking spaces required for other uses on the site.

<b>Priority</b>	low 1 <b>2</b> 3 4 5 6 7 8 9 10 high
Public transit may remove some vehicle trips from US 20, but demand is low.	
<b>Ease of implementation</b>	difficult 1 2 3 4 <b>5</b> 6 7 8 9 10 easy
Working with Laketran and business or property owners.	
<b>Cost of implementation</b>	low 1 2 <b>3</b> 4 5 6 7 8 9 10 expensive
No cost to build new park-and-ride lots. The underlying property owner may want some compensation for use of their parking lot; would Laketran pay?	
<b>Timeframe</b>	Future; when public transit service is expanded.

# 5 Utilities

## 5.1 Introduction

Utility service was considered the second most important issue by those participating in the dot sticker survey, and it was a frequent topic of discussion at corridor planning committee meetings. The extension of sewer and water services into a previously underserved area can make it more attractive for development, including businesses that generate more wastewater than what can be handled by a septic system. Premature or overly aggressive expansion, though, can result in an undesirable development pattern.

*Please note this is not a capital improvement plan. A capital improvement plan is a budgetary document that links the programming of capital projects, such as public utilities, to the planning goals found in this document.*

## 5.2 Water

***Water lines now serve the entire US 20 corridor.***

A water line maintained by the Lake County Utilities Department runs along the entire length of US 20 in Madison Township. The line has a 30 inch diameter at Townline Road, decreasing gradually to 12 inches at County Line Road. The water line was installed through the 1970s.

According to the Utilities Department, the existing water line can adequately meet the needs of future commercial development along the corridor. There are no plans to upgrade the water line along US 20.

## 5.3 Sewer

***Sewer service is limited in the US 20 corridor. Improved sewer service is necessary for mid-end commercial development, but unplanned expansion may result in scattered strip development that would undermine the land use and transportation goals of the plan, and hurt efforts to create a commercial core district.***

### Existing and planned sewer lines

At the time this plan was written, sewer service in the US 20 corridor area is limited. Sewer lines exist at the following locations:

- along Townline Road between a point about 1000' south of Lockwood Road and US 20.
- along Green Road south to US 20, then east along US 20 to the eastern end of the Wal-Mart site frontage.
- along US 20 from Burns Road east to James Place Mobile Home Park, then south, then east to Hubbard Road along the rear property line of lots fronting US 20.
- along US 20 from Madison Mall east to a point about 2000' east of Hubbard Road.
- along Hubbard Road, north of a point about 2000' south of US 20.



The 1998 Madison Facilities Plan, adopted by the Lake County Utilities Department, proposes an expanded network of sewer lines in the corridor area, with trunk lines following all north-south major and minor roads, and following US 20 except for a section extending about 2000' west of Bennett Road.

The Madison Facilities Plan has no timeline for sewer expansion. The plan indicates the diameter of future sewer lines, if they are to be built. According to Utilities Department policy, sewer lines are not extended or upgraded in anticipation of future development, but rather as the demand for service warrants. Developers or property owners must request and pay for new sewer lines.

Sewage is processed at the Madison Wastewater Treatment Facility on Cashen Road.

*The location of existing sewer lines, and future sewer line locations shown in the 1998 Madison Facilities Plan, are shown on the map following the Goals and Strategies section of this element.*

### **Development without sewer service**

The lack of sewer and water service keeps the overall capacity for development low, and helps in part to preserve an exurban and rural character many residents find important.

Unsewered commercial districts in rural and exurban communities are often dominated by vehicle-related uses, such as auto and truck dealers, tire stores, gas stations, auto repair and body shops, and heavy equipment rental; and low-end commercial uses such as mini-storage facilities and contractor yards. Madison Township is no exception, and such uses are common on the commercial zoned properties that fronts much of the US 20 corridor.

Mechanical commercial uses generate little wastewater, so the lack of a sewer system is not a critical factor in their site selection. However, the strip of low-end commercial uses along US 20 can present a poor impression of the corridor to travelers and prospective residents. Mechanical commercial businesses tend to agglomerate in an area, which can discourage other types of businesses from considering a location there, and ultimately present a poor impression of the host community.

Federal Environmental Protection Agency (EPA) regulations prohibit package plants that could otherwise serve by extension of sanitary sewer and serve limited commercial uses, because they could harm the sensitive watershed areas in eastern Lake County. Most commercial uses desired by town residents, such as supermarkets, mid-end retail development, and sit-down restaurants, create more wastewater than what can be handled by a septic system.

The lack of sewers also limits potential industrial uses – and the accompanying property tax revenue – to a few that generate little wastewater.

### **The effects of sewer expansion**

The extension or improvement of infrastructure can determine the carrying capacity of land, and influence its future use. Sewer service can increase the value and development capacity of a property. Sites served by sewer lines can better accommodate middle-end retail and restaurant development, and make them less viable locations for low-end commercial and semi-industrial uses.

### **Extension of Sanitary Sewer Service**

There are three methods of extending sanitary sewer service, developer build, assessment project or general expansion. Developer build is when a property owner connects to existing sanitary sewer. The property hires his own engineer to develop the plans and he pays for the expansion. The extended sanitary sewer must be the width that is stated on the Madison Facilities Plan.

An assessment project is developed by the Utilities department when they receive a petition from land owners for sewer expansion. The Lake County Sanitary Engineer develops a cost estimate and gives it to the land owners who would be effected by extension. The land owners would vote to decide to build or not build the sanitary sewer. If the land owners decide to build the sanitary sewer, the Sanitary Engineer prepares the plans, hires a contractor and builds the sanitary sewer. If the sanitary sewer is built in this manner, the land owners are assessed for the improvements.

There are cases where the County Sanitary Engineer and the County Commissioners will decide that a sanitary sewer extension is needed to improve sanitary service to an area. In these cases, the County will design and install the sanitary sewer without assessing the land owners. The land owners are still responsible to pay the tap in fees and building their own laterals if they hook into the sanitary sewer.

The goal of the Madison Facilities Plan is to properly serve Madison and Perry Townships, and Perry and North Perry Villages with sanitary sewer to those who want it at economic price. According to the Madison Facilities Plan, all of US 20 can be serviced by sanitary sewer, it is only a matter of being built.

## **5.4 Overhead utilities**

***Overhead utilities are unsightly, less reliable in bad weather, and possibly unsafe for drivers. However, undergrounding is expensive and seen as a low priority.***

Along the US 20 corridor, wired utility lines are strung on tall wooden utility poles placed just a few feet from the curb. The visual impact of overhead utility lines can be just as damaging as an abundance of unattractive buildings or large, tall signs. Their location close to the curb presents a danger to drivers on US 20, and makes the road surface feel even narrower than it already is. Electrical, telephone and cable television service becomes less reliable when lines are exposed to the harsh Northeastern Ohio climate. Despite service interruptions from weather, overhead utilities are far more common in Northeast Ohio than in other parts of the United States.

The cost of burying utility lines can range from \$1,500,000 to \$3,000,000 per mile. Utility line burial projects are financed by several methods, the most popular being improvement districts and loans with payments collected through real estate tax bills. JEDD revenue can also be used to help finance utility line burial. In some communities, impact fees for new development help fund future undergrounding projects. For the US 20 corridor, where development is still relatively sparse, the expense of burying overhead utilities may not yet be seen as cost-effective.

While there are many benefits to undergrounding utilities, the primary reason to bury overhead wires is aesthetic. In the image preference survey, scenes that showed overhead utilities were usually scored lower than those showing no poles or overhead wires. In other surveys, though, survey respondents were generally positive about improving aesthetics in the built environment, but overhead utility wires and poles were seldom an issue.

This plan endorses the eventual burial of utility lines along US 20. Considering the cost of such a project, and the lack of support from residents, businesspeople and government officials, undergrounding is a low priority. However, when US 20 is rebuilt, undergrounding should be investigated. If overhead utilities remain, the number of locations where wires cross the street should be reduced to a minimum, and transformers and other bulky equipment removed from poles. In the current US 20 reconstruction project in Painesville Township, overhead utilities will remain, but moved further from the curb, with most crossover points removed.

## 5.5 Goals and strategies

**UT-1 Water service along the US 20 corridor should meet the needs of public safety and future development.**

**UT-1-S1** Maintain water service. Conduct regular inspection and routine maintenance of water lines along the US 20 corridor. Ensure water pressure is not reduced with the addition of new customers.

<b>Priority</b>	low <u>1</u> 2 3 4 5 6 7 8 9 10 high
Water service is available throughout the entire US 20 corridor.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 8 9 <u>10</u> easy
Water service is available throughout the entire US 20 corridor.	
<b>Cost of implementation</b>	low 1 2 <u>3</u> 4 5 6 7 8 9 10 expensive
Water lines are now in place. Maintenance costs are borne by the Lake County Utilities Department and their customers.	
<b>Timeframe</b>	Continuous.

**UT-2 Sanitary sewer service along the US 20 corridor should meet the needs of public safety and future development.**

**UT-2-S1** Coordination of land use plans and utility plans. Work with the Lake County Utilities Department and other agencies and officials to support better coordination of sewer plans with underlying land use plans. Work with the Lake County Utilities Department when the Madison County Facilities Plan is updated.

<b>Priority</b>	low 1 2 3 4 5 6 7 8 9 <u>10</u> high
Lack of input into future sewer planning efforts will make this plan, and any future land use plan for the township, far more difficult to implement.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <u>8</u> 9 10 easy
Coordination of land use and utility plans are common elsewhere, but unknown in Lake County. Long-standing policy and resistance to change will be major challenges to overcome.	
<b>Cost of implementation</b>	low <u>1</u> 2 3 4 5 6 7 8 9 10 expensive
Cost includes the time of township staff and officials.	
<b>Timeframe</b>	Continuous.







# 6 Land use

## 6.1 Introduction

The somewhat chaotic development pattern along the US 20 corridor confirms the need to re-examine current land use regulations, zoning designations, and previous planning efforts. With the prospect of future commercial development that will change the face of the corridor and the township, citizens and elected officials have the opportunity to provide a blueprint of the built environment for future generations.

The Land Use element will evaluate existing conditions, identify emerging development patterns, analyze the current zoning scheme, and offer achievable goals and policies to meet the desires of residents and public officials, preserve and reinforce a unique sense of place, and create a vibrant, attractive business district

## 6.2 Existing conditions

***Land in the US 20 corridor area is zoned for a variety of uses, but most land fronting the road itself is zoned for commercial uses. An undesirable strip development pattern is emerging.***

The vast majority of land fronting the US 20 corridor is zoned B-2 Highway Business. However, B-2 zoned land only consists of about half the land within 1,000 feet of US 20.

Table 6-1: US 20 Corridor zoning		
Zoning	Acres	Hectares
A-1 Agriculture	380.9	154.1
A-R Agricultural Residential	23.6	9.6
B-2 Highway Business	651.3	263.6
M-1 Industrial	143.6	58.1
MH Mobile Home	53.1	21.5
R-1 Suburban Residential	4.8	1.9
R-2 Single Family Residential	34.4	13.9
R-4 Multiple Dwelling Residential	18.8	7.6
<b>Total</b>	<b>1310.4</b>	<b>530.3</b>
<i>Includes land 1000' from the road</i>		

US 20 is developing in a strip pattern. There are commercial uses, mostly vehicle-related or semi-industrial, scattered along the road outside of a informal core east of the intersection of Hubbard Road. Other uses lining the corridor include nurseries, mobile home parks, and former motels converted to efficiency apartments. Vacant land also fronts much of the corridor.

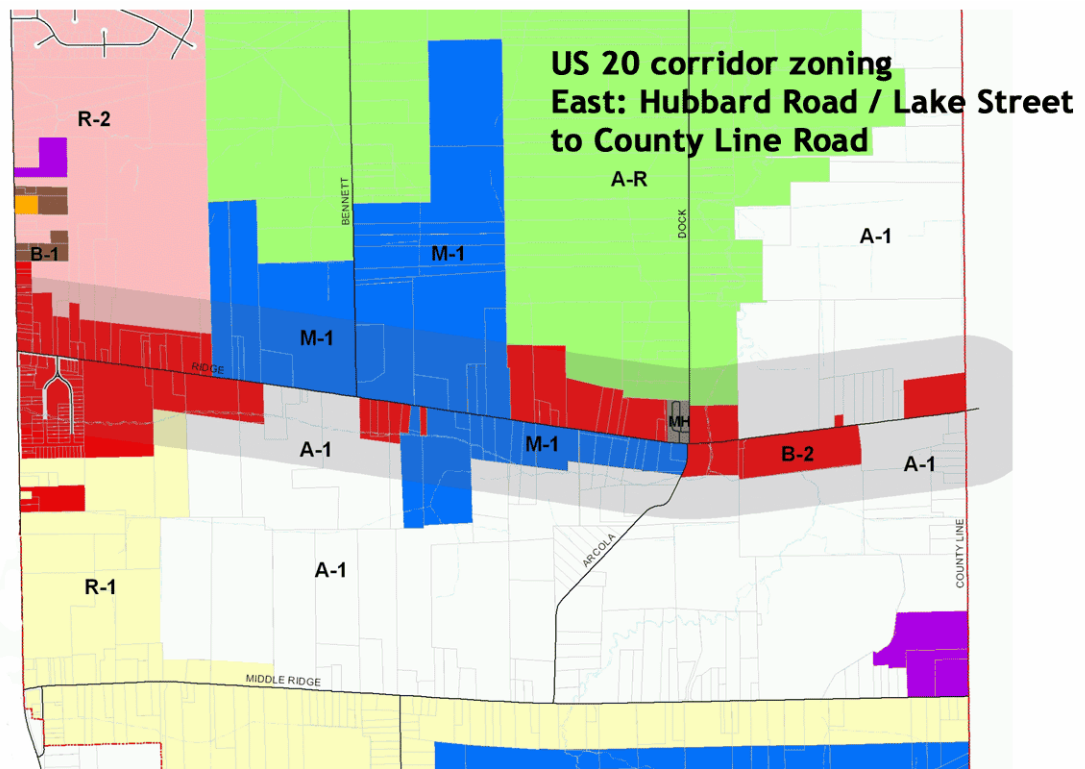
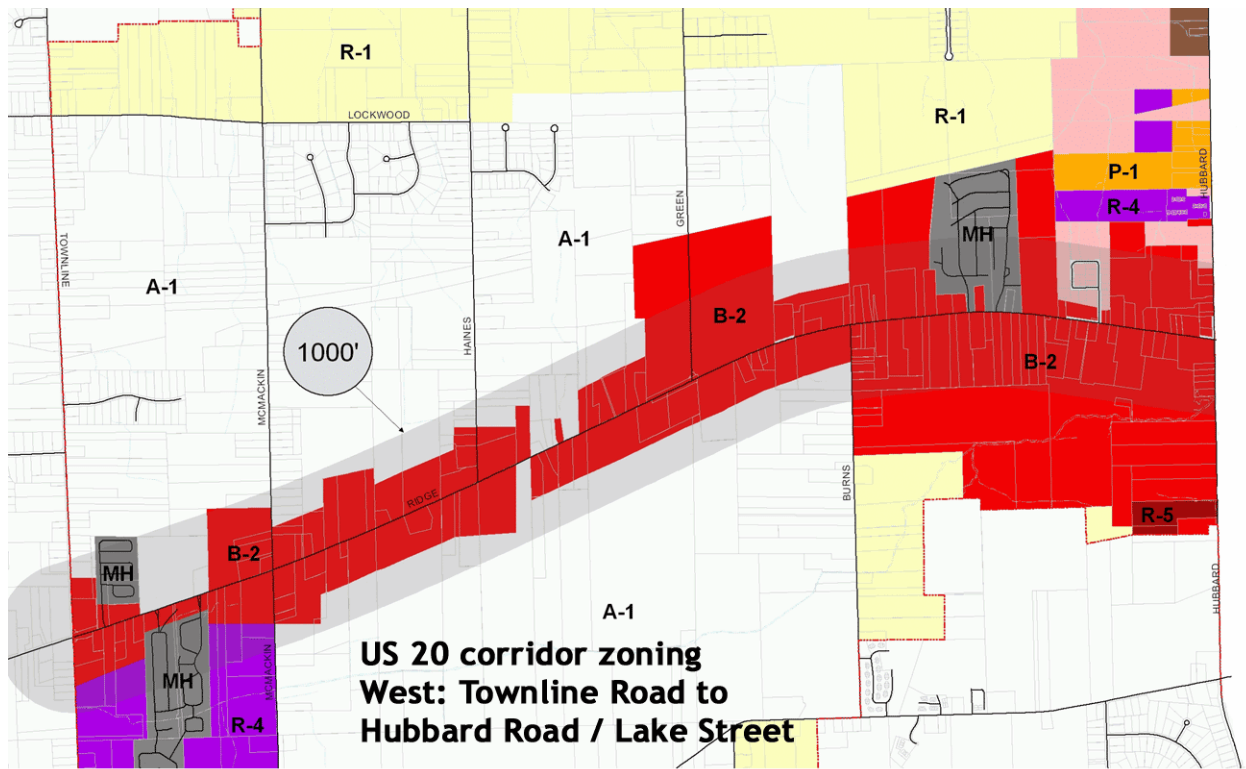
The Madison Township zoning resolution was adopted in 1957. There has never been a

complete rewrite of the code, but there have been minor amendments made through the years. The SIC-based land use classification scheme is cumbersome and permits some uses that are inappropriate for a district, and contemporary land use issues. These issues can be addressed in an updated township comprehensive plan.

## 6.3 Current zoning

### Permitted commercial uses

***The township zoning regulations incorporate a business classification system that was not intended for land use regulations, making the code inconsistent and difficult to administer. The B-2-highway business zoning district, which encompasses the bulk of land fronting the corridor, is too permissive. Many semi-industrial uses that are incompatible with retail and office uses are permitted in the district.***



With only a few gaps, the majority of property fronting on US 20 is zoned B-2 (highway business). The B-2 district permits a broad range of uses. Some permitted uses are industrial in nature, and others are intrusive and not usually permitted in general commercial districts in other communities. The following chart shows permitted uses in the B-2 district, comparing them with the P-1 (professional) and B-1 (business) districts.

SIC code	Business type	Zoning district		
		P-1 professional	B-1 business	B-2 highway business
074*	Veterinary services	C	C	C
076*	Farm labor and management services	C	C	C
0781	Landscape counseling and planning	P	P	P
092*	Fish hatcheries and preserves	C	C	C
144*	Sand and gravel mining	C	C	C
152*	Residential building construction	C	C	C
17**	Special trades contractors	N	C	C
20***	Food and kindred products (excluding 2011, 2015, 2047 and 2077)	N	C	C
2426	Hardwood dimension and flooring	N	N	C
2431	Millwork	N	N	C
2434	Wood kitchen cabinets	N	N	C
2700	Printing and publishing	N	N	C
3851	Optomologic goods	N	C	C
386*	Photographic supplies	N	N	C
3873	Watches, clocks, watch cases and parts	N	C	C
41**	Local and interurban passenger transit	N	C	?
42**	Trucking and warehousing (excluding 4226)	N	N	C
43**	US Postal Service	N	C	C
4489	Water passenger transportation	N	C	C
4493	Marina	N	C	C
45**	Transportation by air	C	C	C
472*	Passenger transportation arrangements	P	P	P
48**	Communications	N	N	C
521*	Lumber and other building materials	N	N	P
527*	Mobile home sales	N	N	P
52**	Building materials and garden supplies (excluding 5211 and 5271)	N	P	P
53**	General merchandise stores	N	P	P
54**	Food stores	N	P	P
55**	Automotive dealers and service stations	N	C	P
56**	Apparel and accessory stores	N	P	P
57**	Furniture and home furnishing stores	N	P	P
59**	Eating and drinking places	N	P	P
59**	Miscellaneous retail (excluding 598*)	N	P	P
598*	Fuel dealers	N	C	C
60**	Depository institutions	P	P	P
61**	Non-depository institutions	P	P	P
62**	Security and commodity brokers	P	P	P
63**	Insurance carriers	P	P	P
64**	Insurance agents, brokers and services	P	P	P
65**	Real estate	P	P	P
67**	Holding and other investments offices	P	P	P
70**	Hotels and other lodging places	N	N	P
72**	Personal services (excluding 7216, 7217, 7218, 7219, crematories in 7261 and 7299)	N	N	P
7212	Garment pressing cleaners agent	N	P	P
7215	Coin operated laundries and cleaning	N	P	P
7216	Dry cleaning plants	N	N	C
7217	Carpet and upholstery cleaning	N	N	C
7218	Industrial launderers	N	N	C
7219	Laundry and garment services	N	N	C
722*	Photographic studios, portraits	P	P	P
723*	Beauty shop	P	P	P
724*	Barber shop	P	P	P
725*	Shoe repair and shoe shine	N	P	P
726*	Funeral service, excluding crematories	P	P	P

SIC code	Business type	Zoning district		
		P-1 professional	B-1 business	B-2 highway business
7261	Crematories	N	N	C
7291	Tax return preparation services	P	P	P
7299	Miscellaneous personal services	N	C	C
73**	Business services (excluding 7389)	n/a	n/a	P
7311	Advertising agencies	P	P	P
7313	Radio, TV publisher representative	P	P	P
7319	Advertising	N	P	P
732*	Credit reporting and collection	P	P	P
7331	Direct mail advertising services	N	P	P
7334	Photocopying and duplicating services	N	P	P
7335	Commercial photography	P	P	P
7336	Commercial art and graphic design	P	P	P
7338	Secretarial and court reporting	P	P	P
736*	Personnel supply services	P	P	P
738*	Miscellaneous business services (excluding 7383, 7389, dogs in 7381)	N	P	P
7383	News syndicates	P	P	P
7389	Business services not elsewhere classified	C	C	C
75**	Auto repair, services and parking (excluding 751*, 752* tow in, 7532, 7533, 7534)	N	P	n/a
75**	Auto repair, services and parking (excluding 752* tow in, 7532, 7533, 7534)	n/a	n/a	P
7513	Truck rental and leasing, no drivers	N	N	C
7532	Top and body repair and paint shops	N	C	C
7533	Auto exhaust system repair shops	N	C	C
76**	Miscellaneous repair service	N	N	P
78**	Motion pictures (excluding 7833)	N	P	P
7833	Drive-in motion picture theaters	N	C	C
79**	Amusement and recreation services (excluding 794* and 799*)	N	P	P
794*	Amusement services, commercial sports	N	C	C
799*	Miscellaneous amusements	N	C	C
80**	Health services	P	P	P
81**	Legal services	P	P	P
83**	Social services	P	P	P
86**	Membership organizations with offices only (excluding 864* and 866*)	P	P	P
8631	Labor unions and similar labor services	C	P	P
864*	Client, social and fraternal organizations	C	?	?
866*	Religious organizations	C	?	?
871*	Engineers and architectural services	P	P	P
872*	Accounting, auditing and bookkeeping	P	P	P
873*	Research and testing services	C	C	C
874*	Management and public relations (excluding 8765)	P	P	P
8744	Facilities support services	C	C	C
89**	Services, secretarial	P	P	P

P - permitted by right (green), C - conditional use (yellow), N - not permitted (red), ? - unclear  
 In Ohio townships, traditional agricultural uses, including nurseries, are permitted by right regardless of zoning.





















Permitted uses in the Madison Township zoning resolution are based on are based on Standard Industrial Classification (SIC) categories and definitions. The Standard Industrial Classification (SIC) system is a series of number codes that attempts to classify all business establishments by the types of products or services they make available. The SIC system is intended to categorize business and employer types – not land uses – and is not meant to be used as the foundation for a zoning code. There are no SIC codes for houses, parks, vacant land, open space or home improvement centers, for instance.

A SIC-based code can also be awkward to administer (for instance, allowing all uses under a certain two-digit group of businesses, regardless of their intensity), and restricting those that are not intense yet included under a two-digit group that includes generally disruptive businesses. SIC codes group businesses of a certain type together, but not necessarily of a similar intensity; for example, mobile home dealers are technically in the same SIC group as hardware stores, as are heavy equipment rental and medical equipment leasing. The SIC does not distinguish between craft breweries and massive commercial breweries, a mom and pop chocolatier and a large candy bar factory, or an individual thesis binder and a large commercial bookbinding and printing operation.

Uses permitted by a conditional use permit are not permitted by right in the zoning district, but may be allowed if the owner proves the proposed use will be appropriate at a certain location. In most zoning codes, the intent of conditional review is to give special attention to uses that may be appropriate in a district, but which needs special attention to ensure it would not hurt the surrounding area. For example, a pet supply store may be permitted by right in a commercial zoning district, but a dog day care center would require special review to ensure that noise and odor are kept to a minimum, and that the location will not cause it to bother nearby residents. Conditions can be attached to a conditional use, and the approval may be valid only for a limited time. A conditional use request could also be denied.

In the Madison Township zoning resolution, uses subject to conditional review include not just those that need special attention and conditions to ensure it is compatible, but also industrial uses that are clearly inappropriate for what is supposed to be a commercial zoning district.


Many land uses that would be considered intrusive or industrial in nature are permitted either by right or as a conditional use on land zoned B-2. The following chart describes those uses, along with low-end and vehicle-related commercial uses.

<b>SIC code</b>	<b>Business type</b>	<b>Low-end commercial</b>	<b>Vehicle-related</b>	<b>Industrial/semi-industrial</b>	<b>Intrusive</b>	<b>Conditional or permitted use</b>
144*	Sand and gravel mining			Yes	Yes	C
152*	Residential building construction			Yes	Yes	C
1711	Plumbing, heating and air conditioning			Yes		C
1731	Electrical work / contracting			Yes		C
1741	Masonry and stone work			Yes	Maybe	C
1742	Plastering and drywall			Yes		C
1743	Tile and marble work			Yes	Maybe	C
1751	Carpentry work			Yes	Maybe	C
1752	Floor laying			Yes		C
1761	Roofing, siding and sheet metal work			Yes	Yes	C
1711	Concrete work			Yes	Yes	C
1781	Well drilling			Yes	Yes	C
1791	Structural steel erection			Yes	Yes	C
1793	Glass and glazing work			Yes		C
1794	Excavation work			Yes	Yes	C
1795	Wrecking and demolition work			Yes	Yes	C
1796	Installation and erection of building equipment			Yes	Yes	C
2013	Sausages and other prepared meat products 			Yes	Maybe	C
2021	Creamery butter 			Yes	Maybe	C
2022	Natural, processed, and imitation cheese 			Yes	Maybe	C
2023	Dry, condensed, and evaporated dairy products 			Yes	Maybe	C
2024	Ice cream and frozen desserts 			Yes	Maybe	C
2026	Fluid milk 			Yes	Yes	C
2032	Canned specialties 			Yes	Maybe	C
2033	Canned fruits, vegetables, preserves, jams, and jellies 			Yes	Maybe	C
2034	Dried and dehydrated fruits, vegetables, and soup mixes 			Yes	Maybe	C
2035	Pickled food, vegetable sauces and seasonings 			Yes	Maybe	C
2037	Frozen fruits, fruit juices, and vegetables 			Yes	Maybe	C
2041	Flour and other grain mill products 			Yes	Yes	C
2043	Cereal breakfast foods 			Yes	Yes	C
2044	Rice milling 			Yes	Yes	C
2045	Prepared flour mixes and doughs 			Yes	Yes	C
2046	Wet corn milling 			Yes	Yes	C
2048	Prepared feed for animals and fowls 			Yes	Yes	C
2051	Bakery products, except cookies and crackers 			Yes	Maybe	C
2052	Cookies and crackers 			Yes	Maybe	C
2053	Frozen bakery products, except bread 			Yes	Yes	C
2061	Cane sugar, except refining			Yes	Yes	C
2062	Cane sugar refining			Yes	Yes	C
2063	Beet sugar			Yes	Yes	C

**Table 6-3: B-2 district - permitted low-end, intrusive and semi-industrial uses**

SIC code	Business type	Low-end commercial	Vehicle-related	Industrial/semi-industrial	Intrusive	Conditional or permitted use
2064	Candy and other confectionery products 🏭			Yes	Maybe	C
2066	Chocolate and cocoa products 🏭			Yes	Maybe	C
2067	Chewing gum 🏭			Yes	Yes	C
2068	Salted and roasted nuts and seeds 🏭			Yes	Maybe	C
2074	Cottonseed oil mills			Yes	Yes	C
2075	Soybean oil mills			Yes	Yes	C
2076	Vegetable oil mills, except corn, cottonseed, and soybean			Yes	Yes	C
2079	Shortening, margarine, and other edible fats and oils			Yes	Yes	C
2082	Malt beverages (not a brewpub) 🏭			Yes	Maybe	C
2084	Wines, brandy, and brandy spirits (not a vineyard) 🏭			Yes	Maybe	C
2085	Distilled and blended liquors 🏭			Yes	Maybe	C
2086	Bottled and canned soft drinks and water 🏭			Yes	Maybe	C
2087	Flavoring extracts and flavoring syrups 🏭			Yes	Maybe	C
2091	Canned and cured fish and seafood 🏭			Yes	Yes	C
2092	Prepared fresh or frozen fish and seafoods 🏭			Yes	Yes	C
2095	Roasted coffee 🏭			Yes	Maybe	C
2096	Potato chips, corn chips, and similar snacks 🏭			Yes	Maybe	C
2097	Manufactured ice 🏭			Yes	Yes	C
2098	Macaroni, spaghetti, vermicelli, and noodles 🏭			Yes	Maybe	C
2426	Hardwood dimension and flooring mill			Yes	Yes	C
2431	Millwork			Yes	Yes	C
2434	Wood kitchen cabinets (manufacturing, not installation or sales)			Yes	Yes	C
2711	Newspapers: publishing and/or printing 🏭			Yes	Maybe	C
2721	Periodicals: publishing and/or printing 🏭			Yes	Maybe	C
273*	Books: publishing and/or printing 🏭			Yes	Maybe	C
275*	Commercial printing			Yes	Yes	C
2761	Manifold business form printing			Yes	Yes	C
2771	Greeting cards (printing, not just creating)			Yes	Maybe	C
2782	Blankbooks, looseleaf binders and devices			Yes	Yes	C
2789	Bookbinding and related work			Yes	Maybe	C
3851	Optomologic goods (manufacturing) 🏭			Yes	Maybe	C
3861	Photographic supplies 🏭			Yes	Maybe	C
3873	Watches, clocks, watch cases and parts 🏭		Yes	Yes	Maybe	C
4111	Local and suburban transit (yard, not stop)		Yes	Yes	Yes	C
4121	Taxicabs (yard)		Yes	Yes	Yes	C
4131	Intercity and rural bus transportation (yard, not stop)		Yes	Yes	Yes	C
4141	Local bus charter service (yard)		Yes	Yes	Yes	C
4142	Bus charter service, except local (yard)		Yes	Yes	Yes	C
4151	School buses (yard)		Yes	yes	Yes	C
4173	Bus terminal and service facilities		Yes	Yes (service)	Maybe	C
4212	Local trucking without storage		Yes	Yes	Yes	C
4213	Trucking, except local		Yes	Yes	Yes	C
4214	Local trucking with storage		Yes	Yes	Yes	C
4215	Courier services, except by air			Yes	Yes	C
4221	Farm product warehousing and storage			Yes	Yes	C
4222	Refrigerated warehousing and storage			Yes	Yes	C
4225	General warehousing and storage			Yes	Yes	C
4226	Special warehousing/storage (mini-storage)	Yes		Yes	Maybe	C
4231	Terminal and joint terminal maintenance		Yes	Yes	Yes	C
4512	Air transportation, scheduled				Yes	C
4513	Air courier services				Yes	C
4522	Air transportation, nonscheduled				Yes	C
4581	Airports, flying fields, and airport terminal services				Yes	C
4832	Radio broadcasting (includes offices/studios and towers)				Maybe	C
4833	Television broadcasting (includes offices/studios and towers)				Maybe	C
4841	Cable television (includes offices/studios towers and vehicle yards)				Maybe	C
5211	Lumber and other building materials	Maybe			Maybe	P
5271	Mobile home sales	Yes	Yes		Yes	P
5511	Motor vehicle dealers (new and used)	Maybe	Yes		Maybe	P
5521	Motor vehicle dealers (used only)	Yes	Yes		Maybe	P
5531	Auto and home supply stores	Maybe	Yes			P

**Table 6-3: B-2 district - permitted low-end, intrusive and semi-industrial uses**

SIC code	Business type	Low-end commercial	Vehicle-related	Industrial/ semi-industrial	Intrusive	Conditional or permitted use
5541	Gasoline service stations	Maybe	Yes		Maybe	P
5551	Boat dealers	Maybe	Yes		Yes	P
5561	Recreational vehicle dealers	Maybe	Yes		Yes	P
5571	Motorcycle dealers	Maybe	Yes		Maybe	P
5983	Fuel oil dealers	Yes	Maybe	Yes		C
5984	Liquefied petroleum gas (bottled gas) dealers	Yes	Maybe	Yes		C
6141	Personal credit institutions (payday loans)	Yes				P
7216	Dry cleaning plants			Yes	Yes	C
7217	Carpet and upholstery cleaning (plants, not at home)			Yes	Yes	C
7218	Industrial launderers			Yes	Yes	C
7261	Crematories			Yes	Yes	C
7312	Outdoor advertising (not individual billboards, includes sign yards)			Yes	Yes	C
7342	Disinfecting and pest control services			Yes		P
7349	Building cleaning and maintenance services			Yes		P
7353	Heavy construction equipment rental and leasing	Yes	Yes	Yes	Yes	P
7363	Help supply services (day labor agencies)	Yes				P
7381	Detective, guard, and armored car services (includes vehicle yards)			Yes	Maybe	P
7384	Photofinishing laboratories			Yes	Maybe	P
7513	Truck rental and leasing, without drivers	Yes	Yes	Yes	Yes	C
7514	Passenger car rental		Yes		Maybe	P
7515	Passenger car leasing		Yes		Maybe	P
7519	Utility trailer and recreational vehicle rental	Yes	Yes	Yes		P
7521	Automobile parking (dealer storage yards)	Yes	Yes		Yes	P
7532	Top, body, and upholstery repair shops and paint shops	Yes	Yes	Yes	Maybe	C
7533	Automotive exhaust system repair shops	Yes	Yes		Maybe	C
7534	Tire retreading and repair shops	Yes	Yes		Maybe	P
7536	Automotive glass replacement shops	Yes	Yes			P
7537	Automotive transmission repair shops	Yes	Yes		Maybe	P
7538	General automotive repair shops	Yes	Yes		Maybe	P
7542	Carwashes	Yes	Yes			P
7549	Automotive services, except repair and carwashes	Yes	Yes			P
7692	Welding repair		Yes	Yes	Maybe	P
7699	Repair shops and related services (can include small engine repair)	Maybe	Yes	Yes		P
7941	Professional sports clubs and promoters (includes stadiums)				Yes	C
7948	Racing, including track operation (includes auto racing)	Maybe	Yes		Yes	C
8734	Testing laboratories			Maybe	Maybe	C
<p> - manufacturing, not retail (for example, a commercial bakery, not a retail bakery)</p> <p><b>Low-end commercial</b> - commercial land uses that are seen as downscale or less than desirable by community officials throughout the country, or where a concentration of such uses would offer the perception of a “honky tonk” environment.</p> <p><b>Intrusive uses</b> - uses that generate excessive noise, vibration and odor; are usually located in utilitarian structures or visually prominent unattractive sites; generate excessive truck traffic; have large, exposed outdoor storage yards; or which generally display their products in a visually obnoxious manner.</p> <p><b>P</b> - permitted by right under current B-2 zoning, <b>C</b> - conditional use under current B-2 zoning</p>						

The SIC-based system has many other inconsistencies. For instance, heavy equipment rental (SIC 7353, under “business services”, 73\*\*) is permitted by right, but truck rental (7513) require conditional use approval. Mobile home sales (527\*) is permitted by right; veterinary clinics (074\*) require a conditional use permit. Regular auto repair (75\*\*) is permitted by right, but a mechanic cannot change a muffler (7533) without a conditional use permit. Sexually-oriented businesses are permitted with no restrictions (at the time this plan was written), but public, private and vocational schools, libraries, museums, and art galleries are not allowed.



The B-2 zoning district permits many industrial uses that would otherwise be incompatible with a commercial district, such as this trucking firm.

Although the B-2 zoning district is intended for general commercial development, for all practical purposes it functions as a rural industrial zoning district that also allows commercial uses. Industrial zoning along the entire US 20 corridor is totally inappropriate. Not only is it bad planning practice to have an industrial strip through the township, but the presence of industrial uses would also be a deterrent to retail and professional businesses.

#### **Commercial zoned land**

***There is too much land zoned for commercial uses along the corridor; many times more than what will be needed to meet market demand, even into the distant future. The huge surplus of***

***commercial zoned land drives down real estate prices, attracting low-end businesses to the corridor.***

Along the US 20 corridor, there is a large surplus of commercial zoned land, far more than even future demand warrants. The classic economic model of supply and demand applies to real estate as well as other commodities; if the demand for land in a certain area is high and the supply is limited, the price of that land will be higher than in an area where the demand is low and the supply is larger. Considering the small market size, the large supply of commercial zoned property, along with many factors hindering the demand for development – a small market size, and limited utilities in some areas – hinder the demand and competition for space, and thus keep real estate prices low. Low real estate prices make low-end businesses more viable. When land costs or rent are low, business start-up costs are also low, and low-revenue “filler” businesses such as mini-storage, used car sales and small auto repair shops can be profitable. If commercial zoned land is scarcer, land values will be higher, and thus less attractive for low-end businesses.

#### **Industrial zoning**

***With plans for the extension of the Lakeland Freeway having long been scrapped, there is no reason to have M-1 zoned land along the corridor. Land now zoned M-1 is more suitable for commercial and residential use.***

About 144 acres of land along US 20, stretching a distance of a mile and a half between the North Madison Golf Course and Dock Road, is zoned M-1-Industrial. Land in the area was zoned to permit industrial uses in the early 1960s, in response to the recently adopted county plan. A proposed Bennett Road exit for the Lakeland Freeway was to be located in the area, providing convenient access to an industrial corridor that was to stretch the length of northern Lake County, and the new Interstate highway system.

The 1960 plan anticipated massive industrial expansion in the region, accompanied by a booming population. In reality, heavy industry in the region declined after the 1960s, the population growth rate in the county leveled off in the 1970s, and plans for expansion of the Lakeland Freeway east of Painesville were shelved.

Without the Lakeland Freeway, the site is inconvenient for industry; access to I-90 is awkward and runs through the historic downtown Madison Village. With a surplus of industrial land in eastern Lake and western Ashtabula counties, there is little demand for vacant industrial sites in the area. With relatively low real estate prices, the area may attract only low-end industrial uses that may be seen as undesirable. Underlying zoning along the US 20 corridor already permits many industrial uses, the presence of which could ward off much-needed mid-end retail and office development. This plan recommends removing the M-1 zoning designation from land in the US 20 corridor.

### **Agricultural and residential zoning**

*Agricultural and residential zoning makes up much of the land in the corridor area, but very little actually fronts US 20.*

Madison Township has two agricultural zoning designations; A-1 Agricultural and A-R Agricultural/Residential. A-1 Agricultural zoning functions as a residential district, with a minimum lot size of 20,000 square feet. A-R Agricultural/Residential zoning has a larger minimum lot area: 217,800 square feet per household. Agriculture-related uses such as farm stands are permitted, but the zoning resolution is unclear about uses such as retail nurseries and agri-tourism operations. About 400 acres of land in the corridor is zoned either A-1 or A-R.

By state law, farming and agriculture are allowed in all zoning districts in a township. Many nurseries are located on land zoned R-1 – Single Family Residential, which also has a minimum lot size of 20,000 square feet. The average size of a farm in Lake County is 47 acres. The relatively small lot sizes make it difficult to protect agricultural operations from residential encroachment. (Preservation of farmland is discussed in section 6.8)



Residential zoned property comprises about 115 acres in the corridor. About 46% of that is land zoned M-1 Mobile Home. The corridor area includes three mobile home parks and one mobile home dealership, two of which are located near the western border and one is located by Dock Road. In the written survey, mobile home parks were seen as the least desirable from a choice of 27 different types of land use respondents would like to see along the corridor. This plan does not recommend the expansion of mobile home parks or M- zoned areas along the US 20 corridor.

About 19 acres of land in the corridor area is zoned R-4 Multifamily Dwelling. Apartments ranked as the third least desirable use along the corridor in the written survey. There is a perception that apartments are home to mainly low-income families, that they will burden public utilities and schools, and that they lower property values. However, they are an ideal buffer between commercial and lower-density residential uses, providing the “rooftops” that can attract more retail development, and provide housing to those working in nearby retail businesses. While apartments in exurban areas tend to cater to lower middle class households, in suburban and urban areas many apartment complexes and towers are marketed and priced to appeal to a more upscale crowd.

R-1 and R-2 single family zoning districts apply to about 39 acres (16 hectares) in the corridor. Single family houses ranked as the 13<sup>th</sup> most desirable use along the corridor. However, single family houses may not be an appropriate use along a busy road like US 20.

## 6.4 Strip development

***Commercial uses are now scattered along the US 20 corridor, in part because of strip zoning. Retail development must be concentrated in a limited area to maintain a vibrant business district, prevent future traffic congestion, and preserve the value of commercial real estate. Light non-retail commercial uses may be appropriate in other parts of the corridor.***

Many issues stemming from strip commercial development are raised in the US 20 Corridor Plan.

Over the last 50 years, auto-dependent commercial development has developed along highways to the point where it dominates the form and character of area communities. Commercial and semi-industrial strip development, such as the area along the North Ridge Road/US 20 corridor, is one result of such development.

Extending over long stretches of frontage, linear strip may decrease the price of land, cause traffic congestion by allowing development that will interfere with the function of North Ridge Road/US 20 as a through route, prevent the creation of a vibrant commercial district, and reduce a community's sense of place or 'front door.' Madison Township is not alone. Excepting the nurseries, the North Ridge Road/US 20 strip resembles that of most other exurban communities in Ohio. Controlling strip development can seem difficult, because its growth is incremental; it happens so slowly that it is not viewed as a crisis until problems with traffic, noise and aesthetics become noticeable.

Current zoning allows for commercial and semi-industrial development to be located out along almost the entire route of North Ridge Road/US 20 in the township. North Perry Village also faces similar issues following the North Ridge Road/US 20 corridor. In Madison Township, North Perry Village and Perry Township, development along the corridor occurs in a piecemeal fashion.

An alternative to a strip development pattern, yet still meets the demand for retail space, is to designate retail clusters or nodes around major intersections and limit retail uses on the rest of the corridor. These nodes can be planned to integrate other commercial, office, and housing development, along with retail uses. While recognizing the desire for commercial zoning along US 20, this plan recommends a similar policy is where applicable. Commercial development should be encouraged initially along major intersections, with commercial district expanding linearly only when needed; for instance, lining Hubbard Road or South Madison Road for thousands of feet. Consideration should be given amount of undeveloped commercial zoned land in the township when analyzing request for commercial rezones.

The plan recognizes US 20 is key to the commercial and light industrial base to the Township. The expansion of utilities along US 20 creates a more attractive option for commercial uses. In a best case scenario, development should be encouraged to these areas first before expanding further down the corridor. Design guidelines are encouraged in the future to help project a unified development scheme over the long-term.

## 6.5 Retail diversity

***Retail businesses along the US 20 corridor meet the day-to-day needs of area residents, but there is little in the way of mid-end retail or dining options. Residents want more choices for shopping and entertainment.***

When Wal-Mart officials announce they are building a store in a community, often the news meets a very frosty reception. In Madison Township, the reaction was much different; residents were generally enthusiastic about the arrival of the big box retailer. Why?



Despite a lack of competition, Starbucks is unlikely to locate in Madison Township until after stores have been opened in other locations the chain considers more lucrative. The chain prefers locations with a high percentage of well-educated residents in their 20s and 30s, a large nearby employment base of office workers, or along a busy commuting route to an office district.

A recurring theme of written survey responses and public meeting comments was that “there’s no place to shop.” Most consumable goods such as groceries and drugs could be found in the township, but the options for clothing, furniture, appliances, and other durable and dry goods is extremely limited. The selection of restaurants is also very limited; either small diners with limited hours, taverns with a kitchen, or fast food. There are no movie theaters, miniature golf courses, arcades, bowling alleys, or other outlets for entertainment. Low-end uses such as dollar stores are common.

Retailers often have very firm ideas about what is considered an ideal location, and these ideas do not necessarily mesh with what a community has to offer. While a city or township has sites where it would like to see a store or restaurant locate, the retailer has its own ideas about where it would like to go. More often than not, these sites are not the same

Retail and restaurant site selection specialists often use a formula to determine whether a market is a viable location for a store or restaurant. Criteria determining an ideal location is mostly quantitative, and usually includes the following.

- Population living in a certain radius (mileage and driving time).
- Percentage of families versus singles in a certain radius.
- Average family and household income in a certain radius.
- Average age of the population in a certain radius.
- Cumulative income of all people in a certain radius.
- Education level in a certain radius.
- Number of jobs in a certain radius.
- Traffic volume at a location.
- Utility availability at a location.
- Proximity of other mid- and high-end retail development (positive).
- Proximity of low-end commercial development (negative).
- Property size and geometry.
- Potential return on investment.

Each of these criteria carries a different weight, depending on the type of business. A bookstore may place a greater emphasis on the education and income in an area, while chain restaurants often look at the employment base in the area, so they can profit from lunch as well as dinner business. Sewer service is more important for uses that generate plenty of wastewater, such as sit-down restaurants.

Lack of competition in the area, a lack of retail development, vocal resident demand, and a positive “gut feeling” are, unfortunately, only considered very minor factors in site selection, if at all. Property taxes and leniency of zoning and architectural regulations are usually not considered at all.



Low-end businesses that line US 20 don't cater to the day-to-day needs of most area residents.

All businesses seek a high potential return on investment. A store may make a profit in Madison Township, but if there is the opportunity of a greater return in another area, the chain will locate an outlet there instead, not developing in the township until most of the other more lucrative locations have been developed.

The mantra of commercial developers is "retail follows rooftops." However, the population of Madison Township and surrounding communities is growing at a slow pace. Among site selection specialists, the small, low-density population base of the area is a liability compared with more populated areas. However, the presence of Wal-Mart, and the increased traffic the store will generate, may attract the attention of

national retailers scouting for new store locations.

Because the population base is small, stores selling very specialized or high-end products will probably not locate along the corridor. The middle-class, blue-collar demographics of Madison Township and the surrounding area, however, is highly sought-after by mid-end retail chains such as Home Depot, Michael's and Old Navy.

New retail businesses will not be attracted to Madison Township by handouts and incentives, low taxes, or lenient zoning regulations. Instead, they will look at the population within an easy driving distance of the store, the average income of those living nearby, high traffic volumes, utility availability, and the prospect of a high return on their investment compared to other possible locations.

The township may be able to establish a quota on fast food restaurants, requiring that a full-service sit-down restaurant be opened for every fast food outlet that is opened in the township. This might not spur the development of sit-down restaurants, but such a quota can control the proliferation of fast food restaurants.



There is no shortage of fast food restaurants along the US 20 corridor. Unfortunately other dining options are far more limited.

Despite the challenge in attracting desired businesses, community officials can be proactive in promoting the US 20 corridor as an ideal site for mid-end stores and restaurants. To attract new retail businesses, national retailers and their site selection specialists must be convinced to look past their traditional formulas. Working closely with land owners, networking with commercial developers in the area, and attending events such as the International Council of Shopping Centers conference is encouraged.

## 7.6 Vehicle-related uses

***Used car dealers, auto body shops, and other vehicle-related uses make up a disproportionately large number of businesses along the US 20 corridor. The agglomeration of low-end vehicle-related businesses can ward off prospective mid-end businesses and new residents. Vehicle-related businesses should not dominate the US 20 corridor.***

The US 20 corridor is home to a growing number of vehicle-related uses, such as auto dealers, mechanics, body shops, and accessory and parts stores.

Most vehicle-related uses in the township are visually unappealing, and are typified by prefabricated metal buildings, continuous curb cuts, parking areas with no landscaping, and garish displays such as pennants or oversized flags.

Table 7-4: Vehicle-related uses	
Use	Number
Used vehicle sales	11
Auto/vehicle repair	8
Auto/vehicle parts sales	4
Auto/vehicle collision and body repair	4
New vehicle sales	2
Auto/vehicle rental	1
Gas station	1
Recreational vehicle sales	1
Boat repair	1

The reasons for the proliferation of auto dealers along the US 20 corridor is explained earlier in this section; the price of commercial zoned land is low, allowing a used car dealership to make a profit even if the volume of sales are small. Vehicle dealers and other mechanical commercial uses generate almost no wastewater, so the availability of sewer service is not critical.

Vehicle-related uses tend to agglomerate together in an “auto row.” Mechanical commercial businesses, such as heavy equipment rental, propane sales and contractor supply yards, also tend to locate near concentrations of vehicle-related businesses. Once a commercial pattern such as an “auto row” is established, it perpetuates itself, making it harder to attract other types of businesses. Auto rows also present a poor impression of the host community.

While there is a need for vehicle sales and service, there is no reason for their concentration in the township along the US 20 corridor. This plan recommends to limit vehicle-related and mechanical commercial uses.

## 7.7 Semi-industrial uses

***There are many semi-industrial uses along the US 20 corridor, such as trucking and excavating firms. These uses are not appropriate for a commercial district, and they should eventually be relocated to district that is better suited to their needs if the US 20 corridor is going to thrive.***

The B-2 zoning district is intended for general commercial and retail development. As described in section 6.3, many semi-industrial uses that are inappropriate for commercial areas are permitted in the district. Semi-industrial uses established in the corridor range from plumbing and HVAC contractors to trucking and



Vehicle-related uses such as used car lots and auto mechanics are common along the US 20 corridor.



excavation firms. Their number is not large, but they can be intrusive. Semi-industrial uses in the district are on unscreened, unlandscaped sites with unattractive buildings; poorly designed signage; poor access management; tall chain link fences topped by barbed wire; and visually prominent outdoor storage of vehicles, supplies and raw materials.

Permitting industrial uses along the entire US 20 corridor is contrary to the desired goals of this plan. Not only is it bad planning practice to have an industrial strip through the township, but the presence of industrial uses would also be a deterrent to retail and professional businesses, and hurt the perception of the township.

Use	Number
Plumbing and HVAC	3
Building and contracting	2
Mini-storage facility	2
Excavation	1
Trucking firm	1
Septic tank service	1
Millwork	1
Welding and fabricating	1
Marine towing	1
Masonry construction	1
Equipment rental	1
Machine shop	1



Semi-industrial uses, such as trucking terminals, machine shops and excavating firms, are permitted along most of the US 20 corridor.

## 6.8 Nursery and agricultural preservation

*The nursery industry is an important and valued part of the economy and identity of Madison Township, and should remain so.*

Preservation of nurseries was ranked the ninth most important issue among 24 issues in the written survey. Among residents, it was ranked the eighth most important issue, but it ranked 20<sup>th</sup> among businesspeople. Nurseries ranked third among 27 types of uses respondents wanted to see along the corridor. In the image preference survey, photos showing nurseries were ranked as the most favorable of all images depicting Madison Township, and ranked high overall.

Some may view nurseries may be seen as underused land awaiting development, but in reality they are a very important part of the economy of the township. In 2002, the market value of production from all nurseries in Lake County, the bulk of which are located in Madison Township, Perry Township and North Perry Village, was \$69,763,000, accounting for almost 96% of the market value of all agricultural products produced in the county. Lake County, despite being a mainly suburban and exurban area, ranked 11<sup>th</sup> among the state's 88 counties for the total value of agricultural products in 2002, and 34<sup>th</sup> among the 3,078 counties in the United States for nursery products. Lake County ranks 21<sup>st</sup> among all counties in the country for total nursery acreage.

Along with the economic benefits, nurseries also contribute to the character and “sense of place” of Madison Township. Nurseries are a feature of the landscape that defines the township, making it feel distinct from other exurban communities in the area. Along the US 20 corridor, nurseries provide visual relief from low-quality commercial development, and breaks up strip development.

The (draft) Lake County Comprehensive Plan places a great emphasis on preserving agriculture in the County. Goals of the plan include:

- Updating zoning regulations to establish agricultural districts and secure areas.
- Discouraging road and utility encroachment into farmland.
- Ensuring development does not harm the viability of agricultural operations.
- Considering unique soils when planning for development, and encouraging local governments to protect them.
- Maintain buffers between agricultural and non-agricultural uses.
- Promotion of agri-tourism.
- Minimal regulation of agricultural operations, to the extent of protecting health, safety and welfare.
- Adopting design regulations requiring exurban and rural residential and commercial development to maintain the open character of rural areas.
- Discouraging the provision of urban level services and infrastructure in agricultural areas.
- Educating the public on economic and environmental importance of a balanced community that includes farmland.



This nursery is across the street from the future Wal-Mart site.

A separate Farmland Preservation Plan was adopted in 2001, with the objective of saving remaining economically viable farmland in the county. Goals of the plan were incorporated into the County plan.

## 6.9 New zoning districts

*New zoning districts should be added to help develop the corridor.*

This plan recommends that a general retail district be created to meet both the day to day needs of the residents of the township and to meet their desires for upscale dining and upscale merchandise. This plan would like to see the office uses and retail uses be separated in their own district with limited overlap. This plan also recommends the creation of a new zoning district to accommodate heavy commercial in predefined areas. This would provide a more appropriate area (where utilities are planned) for light industrial uses and commercial uses that are recommended to be removed from the existing B-1 and B-2 areas. Where appropriate, this zone may be used for limited retail and office use.

This plan recommends a reduced, simplified and more logical categorization of permitted uses in commercial districts, making their use consistent across all zoning districts, and ensuring permitted uses are appropriate to the district and the long-term goals of this comprehensive plan.

An Open Space Development (OSD) overlay zone is recommended along the flood prone areas of Arcola Creek, south of Route 20. This area is currently zoned B-1, but heavily restricted due the FEMA

designation. If developed, land uses should be clustered in the most appropriate locations and key natural resource and open space areas left untouched.

An overlay zone should be created to cater to agri-tourism and other agricultural commercial that do not meet the definition of agriculture in ORC 519.

## 6.10 Nonconforming uses

***Rezoning will turn many existing businesses into nonconforming uses. Nonconforming uses are allowed to stay, but they should be phased out through attrition and voluntary relocation. Actions that would prolong and solidify nonconforming uses are not recommended.***

A nonconforming use, often called a “grandfathered use,” is an existing structure or use of a property which was legally established and operated, but is later not permitted under the current zoning regulations. A use might become nonconforming because the zoning district or regulations change. adoption of changes to a zone to reflect new laws.

With the implementation of new zoning regulations and districts, many existing uses in the US 20 corridor will become nonconforming. Nonconforming uses, buildings and structures may continue to be used and maintained, subject to provisions in the township zoning resolution that limit expansion, changing the use to another use that is no longer permitted in the district, or re-establishing a nonconforming use after it has been abandoned for a certain time. The right to maintain a nonconforming use, building or structure runs with the land and is not terminated by a change in ownership. However, nonconforming uses must eventually be phased out to meet the intent of the zoning resolution and this plan.

As an example, if a property with a used car dealership is rezoned for office use, the used car dealership is permitted to continue operation, even though the use may no longer be permitted by the zoning resolution. However, the dealership cannot expand, and they cannot add services, such as auto rental or repair that would exacerbate the nonconformity. If the building housing the dealership is destroyed in a fire, it cannot be replaced. If the dealership closes, a new dealership cannot open at the site if more than a year has passed. The building and site can be maintained, but improvements that increase the lifespan of the use are not permitted; for instance, paving a gravel parking lot.

Changing nonconforming use regulations, granting variances, or rezoning property to allow nonconforming uses to expand, be replaced after abandonment or destruction, or otherwise continue in a way that defeats the purpose of this plan is not recommended.



Nonconforming uses would be allowed to continue, but would eventually be phased out.

## 7.11 Goals and strategies

**LU-1** The US 20 corridor should not take the form of as a long commercial strip or a collection of random land uses, but rather have distinct, well-defined and geographically limited commercial centers or nodes”

**LU-1-S1** Amend the zoning resolution to add a zoning district specifically for more intensive commercial and retail uses in the US 20 corridor. Permitted uses, setbacks, and bulk requirements should be the spirit of recommendations in the plan text.

<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
Needed to prevent US 20 from becoming a long commercial strip – which would hurting traffic flow and increase congestion. Residents were strongly opposed to strip development; businesses were ambivalent. The resulting commercial node is about 1.5 miles (2.5 km) long; technically a strip, but much shorter.	
<b>Ease of implementation</b>	difficult 1 2 3 4 <b>5</b> 6 7 8 9 10 easy
Amend zoning resolution to add requirements and standards. May be some opposition from businesses and property owners, mainly for other regulations that will affect commercial and retail development and uses.	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
Writing and adopting a zoning resolution amendment.	
<b>Timeframe</b>	Within six months of plan adoption; with zoning resolution amendments addressing other issues in this plan.

**LU-1-S2** Amend the zoning resolution to add a zoning district specifically for neighborhood commercial and personal service uses in the US 20 corridor. Permitted uses, setbacks, and bulk requirements should be the spirit of recommendations in the plan text, with the intent of providing a small commercial district that serves the convenience needs of area residents.

<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
Needed to prevent US 20 from becoming a long commercial strip. Preserves small commercial node in the area, but deemphasizes vehicle-related uses.	
<b>Ease of implementation</b>	difficult 1 2 3 4 <b>5</b> 6 7 8 9 10 easy
Amend zoning resolution to add requirements and standards. May be some opposition from businesses and property owners, especially those with vehicle-related uses that will become non-conforming.	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
Writing and adopting a zoning resolution amendment.	
<b>Timeframe</b>	Within six months after plan adoption.

**LU-2** Agricultural uses and nurseries should remain as a dominant feature along the US 20 corridor.

**LU-2-S1** Agriculture secure areas. Prevent the conversion of agricultural secure areas in the US 20 corridor, as defined by the Lake County Comprehensive Plan and the township comprehensive plan.

**LU-2-S2** Support local agribusiness. Purchase all landscape plants needed for landscaping improvements in the public right-of-way and on public land from nurseries in the township and surrounding area. Encourage developers to purchase landscape plants from local nurseries.

- LU-2-S3 Road improvements and agricultural areas. Ensure future public improvements do not encroach on or harm the viability of agricultural land.
- LU-2-S4 Adjacent non-agricultural uses. Discourage development that could have an adverse impact on existing and future agricultural operations and lands. Consider impacts on existing agricultural operations as criteria for development approval, and require mitigation for any detrimental impacts. This includes considering the impact to the drainage pattern and water supply on existing agricultural operations and fallow agricultural land.
- LU-2-S5 Conflicts between uses. Require buffers and/or other design elements to minimize potential conflicts between agricultural uses and adjacent non-agricultural uses.
- LU-2-S6 Economic opportunities. Permit agri-tourism related uses and direct-to-consumer retail operations at nurseries. Consider agricultural operations in the same manner as industrial uses for economic development efforts and objectives.

<b>Priority</b>	low 1 2 3 4 5 <b>6</b> 7 8 9 10 high
Agricultural preservation is considered a high priority among residents, but the business community is more ambivalent. Nurseries scored as very desirable in the image preference survey. Nurseries and agricultural land provide visual relief that minimizes a strip-like appearance along US 20.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 <b>6</b> 7 8 9 10 easy
Amend zoning resolution to add requirements and standards. Work with state and county agencies and developers to ensure projects have a minimal impact on agricultural land.	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
Writing and adopting zoning resolution amendments. JEDD revenue earmarked for landscaping improvements.	
<b>Timeframe</b>	Continuous.

- LU-3 **A variety of commercial and retail services should be provided in the US 20 corridor. Low-end uses should not be predominant or permitted to agglomerate in one area.**

- LU-3-S1 Mechanical commercial uses. Limit vehicle-oriented and mechanical commercial uses (gas stations, vehicle sales and repair, auto body, auto parts stores, and similar uses as described in the plan) to a small percentage. This is to prevent the proliferation of mechanical commercial uses.

*Mechanical commercial uses include the following:*

*\* Gas pumps at convenience stores and supermarkets*

*\* Gas stations, including those with co-branded uses such as restaurants and convenience stores*

*\* Vehicle repair*

*\* Any business whose primary function is the sales, rental, servicing, repair, cleaning and modification of motorized vehicles and/or self-propelled items powered by liquid and gas fuel and fuel cell powered engines; and the sales, service and installation of parts and accessories for such vehicles and items.*

<b>Priority</b>	low 1 2 3 4 5 6 <b>7</b> 8 9 10 high
Vehicle-related uses ranked low in the image preference survey, and were seen as the least desirable uses according to the results of the corridor survey, by both resident and business respondents. Such uses can agglomerate, and discourage what are seen as more desirable uses from locating in the area.	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 <b>7</b> 8 9 10 easy
Amend zoning resolution to add requirements and standards. May be some opposition from businesses and property owners.	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
Writing and adopting a zoning resolution amendment.	
<b>Timeframe</b>	Within six months of plan adoption.

**LU-4 Vacant commercial space along US 20 should be kept to a minimum.**

- LU-4-S1 Non-compete leases. Work with Lake County officials to adopt laws that ban non-compete clauses in leases that keep vacant retail space from being reoccupied.

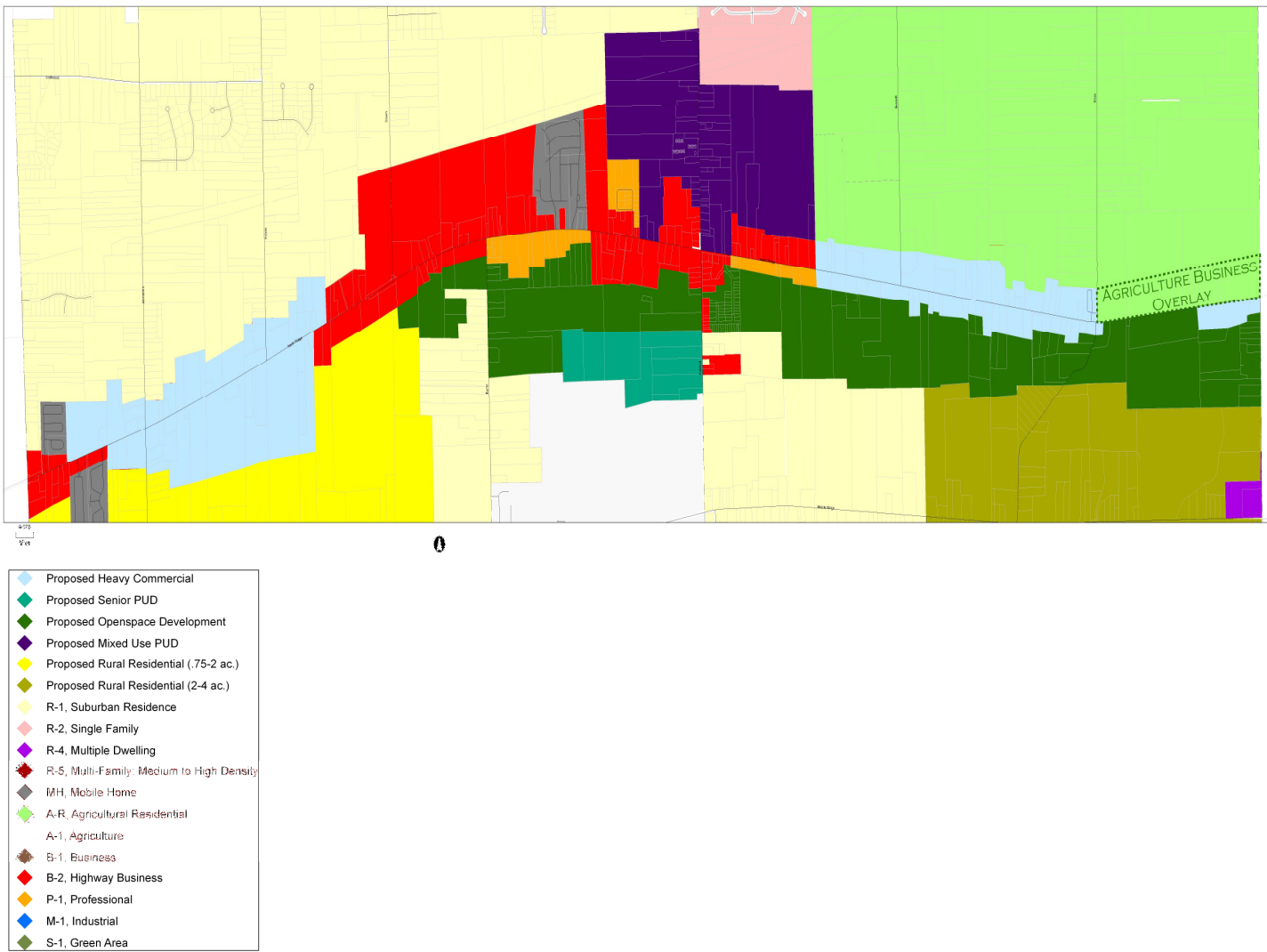
<b>Priority</b>	low 1 2 3 4 5 <b>6</b> 7 8 9 10 high
Maintenance of vacant retail buildings is a concern of the corridor plan committee. Vacant retail buildings can impact the value of adjacent properties, and drive down rents, which could possibly increase the number of low-end businesses.	
<b>Ease of implementation</b>	difficult 1 2 <b>3</b> 4 5 6 7 8 9 10 easy
The township may not be able to adopt such regulations, but the County could. This is uncharted territory; only a few cities and counties have banned non-compete covenants, but the number is growing as vacant big box stores begin to litter the landscape.	
<b>Cost of implementation</b>	low 1 <b>2</b> 3 4 5 6 7 8 9 10 expensive
Writing and adopting regulations.	
<b>Timeframe</b>	Within two years of plan adoption.

- LU-4-S2 Reuse plans for big box stores. Require a binding developer's agreement for new big box stores (those above 40,000 square feet), that will address ways of preventing the building from being vacant for extended periods.

<b>Priority</b>	low 1 2 3 4 5 6 <b>7</b> 8 9 10 high
Maintenance of vacant retail buildings is a concern of the corridor plan committee. Vacant retail buildings can impact the value of adjacent properties, and drive down rents, thus making the area more attractive to low-end or undesirable retail uses.	
<b>Ease of implementation</b>	difficult 1 2 3 4 <b>5</b> 6 7 8 9 10 easy
Amend zoning resolution to add requirement for a developer's agreement. May be uncharted territory for an Ohio township.	
<b>Cost of implementation</b>	low 1 <b>2</b> 3 4 5 6 7 8 9 10 expensive
Writing and adopting regulations.	
<b>Timeframe</b>	Within two years of plan adoption.



Future land use map





# 7 Built and natural environment

## 7.1 Introduction

Concerns about the built and natural environment along the US 20 corridor took a back seat to traffic and utilities. However, the appearance of the corridor is a key factor in its future success. Unattractive and undistinguished development offers a negative impression of Madison Township. However, there is much potential – and support – for higher standards.

Arcola Creek and its watershed run through the US 20 corridor. The natural drainage function and sensitive ecosystem of the creek and watershed are impacted by development in the US 20 area.

This element examines what is on the ground in the corridor area, both manmade and natural. Existing development will be evaluated and critiqued. Recommendations of this element are intended to shape the built environment in the corridor so it reflects well on Madison Township, through development that is visually attractive, functionally efficient, and contributing to a sense of place. The plan also makes recommendations that will help protect Arcola Creek as the corridor grows.



## 7.2 Community identity

*The landscape along US 20 through Madison Township appears the same as in other communities up and down the road. The township can distinguish itself through high quality development, branding, gateways, and other visually distinctive features.*

Approaching Madison Township on US 20 east from Geneva Township, or west from Perry Township, it is difficult to know exactly when you've crossed the township line. The development pattern along US 20 east of Painesville varies little from township to township; houses, former motels, nurseries, garden centers, vehicle dealers, and convenience retail scattered along the corridor. A large number of commercial buildings are prefabricated or utilitarian, not just in Madison Township. The township line sign provides the only evidence that a driver crossed into Madison Township.



Wal-Mart in Framingham, Massachusetts. National corporations will forego their “prototype” buildings and build a structure that better respects local character - but only if they are required to. “Trade dress” or “prototype” Wal-Mart stores rated low in the image preference survey; stores exhibiting unique architectural design were highly rated.

Concerns about community identity tended to rank low in surveys, and were not mentioned in public meetings. The relative silence regarding community identity bucks a growing national trend of increasing concern about the homogenization of the built environment, the decreasing influence of local culture and traditions, and a lack of rootedness and emotional attachment to a place. These are issues that may be addressed in a township-wide comprehensive plan.

Many of the recommendations made in this plan, if implemented, will over time result in a physical environment, and development pattern that will clearly distinguish the Madison Township section of US 20 from its neighbors.

This plan also recommends basic community branding to help reinforce a distinct identity, identify and market

Madison Township and the US 20 corridor much like a product. Distinctive and tasteful welcome signs – not a metal highway sign – should greet drivers crossing the township line. Street name signs in the US 20 corridor area should also break from the mold of a standard green rectangular metal sign. Public art that reflects local culture and customs should be considered at gateways and strategic intersections.

### 7.3 Architectural design

***Residents are not happy with the appearance of most development along the US 20 corridor. Typical commercial development in the US 20 corridor takes the form of pre-fabricated metal structures, utilitarian boxes, and stock corporate architecture. Architectural control regulations can be easily implemented to make development along the corridor more appealing, and improve the image of Madison Township.***

There are no regulations governing the appearance of commercial development in Madison Township. National chains establishing a location in the township usually build a default “prototype” building. Such buildings usually have little architectural detailing, and are designed to reinforce corporate identity and function as a sign, regardless of its compatibility with community character. Most multi-tenant buildings in the township are designed with lost cost as the primary consideration, and are typically very utilitarian. In the image preference survey, images showing commercial buildings in Madison Township scored much lower than buildings in communities with strict architectural regulations.

Although there are no architectural regulations, township staff negotiated with Wal-Mart to upgrade some elements of their proposed building. To their credit, Wal-Mart officials agreed to some upgrades. However, the final design is still not as well thought-out and detailed as many other new Wal-Mart stores in other communities. Wal-Mart officials stated that one reason higher quality design was not considered was because the area is not as affluent as some other new store locations.

The fact that land is cheaper, businesses have less money to invest in a structure, or that incomes are lower than in more affluent suburbs are not justifiable excuses for poor architectural design. Just because Madison Township has cheaper land or a lower household income than some more affluent



Colony Place in Charlotte, North Carolina. This shopping center is not just a simple box with superficial architectural ornamentation, but incorporates features such as projections, recesses, plentiful windows at eye level, clear definition of building entrances, steep rooflines, and hidden rooftop mechanical equipment. This image rated at the top of the image preference survey.



By comparison, multi-tenant retail buildings along the US 20 corridor tend to be utilitarian in design, and are seen as unattractive by residents.

suburbs are not valid reasons to accept poorly designed buildings that would otherwise be rejected in other communities.

The new Wal-Mart Supercenter was approved before townships were given the power to regulate building architecture. State Senate Bill 18 (125<sup>th</sup> General Assembly) now allows townships to adopt architectural design regulations, with the exception of regulating specific building materials. The bill reads:

*519.02 ... Except as otherwise provided in this section, in the interest of the public convenience, comfort, prosperity, or general welfare, the board by resolution, in accordance with a comprehensive plan, may regulate the location of, set back lines for, and the uses of buildings and other structures, including tents, cabins, and trailer coaches, and the uses of land for trade, industry, residence, recreation, or other purposes in the unincorporated territory of the township, and may establish reasonable residential landscaping standards and residential architectural standards, excluding exterior building materials, for in the unincorporated territory of the township;*

The bill also gives townships the power to appoint an architectural review board, or allow the zoning administrator to enforce architectural regulations.

*Sec. 519.171. The board of township trustees may create an architectural review board to enforce compliance with any zoning standards it may adopt pertaining to landscaping or architectural elements in areas zoned for residential use. The board of township trustees shall adopt the standards and procedures for the architectural*

*review board to use in reviewing zoning permit applications for compliance with those landscaping or architectural standards. If the board of township trustees does not create an architectural review board, it may delegate this enforcement authority to the zoning inspector or the zoning commission.*

Architectural review boards are common in Ohio, but outside of the state architectural regulations are more often administered by a planner or zoning administrator, with design approval subject to the decision of a planning or zoning board. To keep the development review process streamlined, this plan recommends architectural review by the zoning administrator, with plan approval by the zoning board.

Architectural regulations for commercial structures should address the following:

#### Building mass

- Prohibit large simple building footprints; require variations in the footprint that are not superficial.

#### Exterior walls

- Pattern: require repeating, offset, reveal, pilaster, projecting ribs, fenestration patterns, piers, color change, texture change, material module change.
- Base: require recognizable wainscot.
- Top: require cornice treatments, overhangs, brackets, stepped parapets.
- Four sided design: walls must include materials and design characteristics consistent with those on the front.
- Projections and recesses: require wall plane projections and recesses for long walls.
- Street facing walls: require breaking up walls with change in plane, texture, windows, or other equivalent elements that divide the wall into human scale proportions.
- Facades: require divided and proportioned using features such as windows, display areas, entrances, arcades, arbors, and awnings along a percentage of the façade.
- Building entrances: require clear definition with an awning, arcade or portico.
- Transparency: require window coverage along a percentage of a wall.
- Garage doors: require segmentation, windows, recession behind a building façade, positioning where they don't face the street.

#### Roof

- Require overhangs, minimum slope, regulate maximum continuous plane of roofline.
- Rooftop mechanical equipment: require screening

#### Building colors

- Require muted colors, limit use of primary or corporate colors.
- Limit color changes to change of plane or reveal line.

#### Gas station canopies

- Require support pole covers.
- Require recessed lighting, limit number of fixtures and lumens.
- Prohibit corporate branding and colors along the entire fascia.

#### Pre-fabricated metal buildings

***Inexpensive land plus low-end businesses add up to cheap buildings. Madison Township has more than its share of metal buildings, and it deserves better.***

As explained earlier, Madison Township may be seen as an ideal location for low-end businesses because low land costs make them economically viable. Such small businesses, along with smaller commercial developers, are more likely to build inexpensive structures. The result: metal buildings, which are commonplace along the US 20 corridor. Most metal buildings in the township take the form of basic

sheds, with no architectural detailing beyond the stock structure. Scenes of metal buildings scored among the lowest-rated images in the image preference survey.

Although state statutes prevent townships from regulating building materials, the township can regulate architectural elements such as projections, recesses, and rooflines, which would apply to metal buildings as well as site-built structures. Affordability by small businesses should not be accepted as an excuse to accept basic metal buildings in highly visible commercial areas.



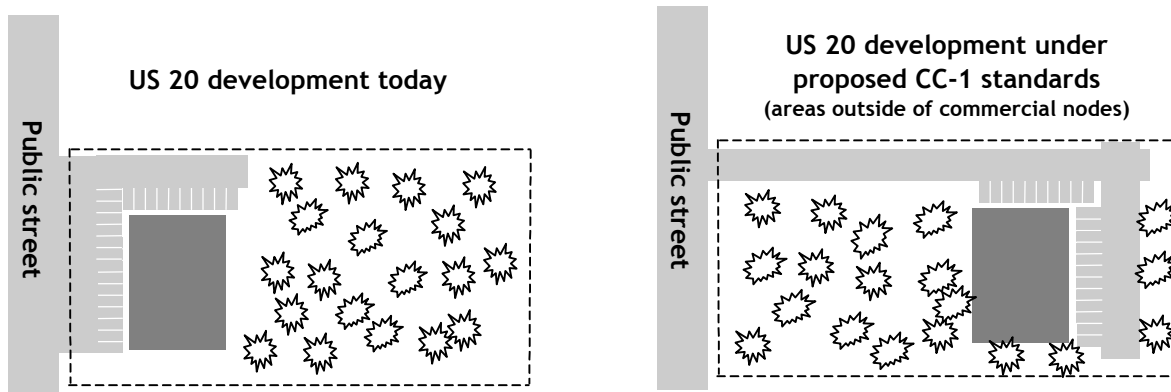
Basic prefabricated metal structures make up a large portion of all commercial buildings along the US 20 corridor.

## 7.4 Site planning

*Very limited site planning requirements result in boring, featureless commercial development that makes Madison Township look like most other exurban communities. Improved site planning requirements will result in more interesting, higher quality projects that will minimize visual impact of strip development, and contribute to a unique sense of place.*

Commercial site planning is guided only by the building setback, parking, and very limited landscaping requirements in the township zoning resolution. The resulting development usually take one of two forms. On larger lots, a commercial building will be placed in the far rear

end of the lot, separated from the street by a large, featureless parking lot, much of which usually stands empty. On smaller, narrower lots, the primary building is usually close to the right-of-way, usually separated from the street by a small, often unpaved parking area. The rear of the lot remains empty and unused; an inefficient use of land.



The resulting development pattern reinforces the strip-like character of the US 20 corridor. In commercial nodes where buildings should be prominent, they are placed as far from the street as possible. Outside of more commercialized areas, lots are smaller, and buildings are closer to the street and more visible. To decrease the visual impact of strip development, this plan recommends changing building setback, parking placement and landscaping requirements so the *opposite* takes place; buildings

are closer to the right-of-way and more visible in retail nodes, and set back far from the street between nodes.

Responses from written surveys show that residents want an alternative to traditional auto-oriented retail development, where a row of buildings are set behind a large parking lot. This plan recommends adopting site planning requirements that encourage a hybrid site plan, with parking split between the side and rear of a building, and “retail villages,” where many buildings are oriented towards an internal drive or road network that recreates the feel of a village street. This plan also recommends standards that will promote a pedestrian-friendly environment inside shopping centers, such as requiring internal plazas and a walkway system connecting buildings and parking areas on the site. Requiring improved pedestrian connections between buildings and the sidewalk are also recommended.

## 7.5 Signs and billboards

***Oversized, amateurish, and poorly designed business signs help give the corridor a low-rent feel. Stricter sign regulations will help reduce visual pollution, give the corridor a more professional and upscale appearance, and increase the effectiveness of signage for business identification and advertising.***

### Permanent freestanding and wall signs

In the B-2 zoning district, freestanding signs on sites occupied by a single business may be up to 60 square feet and sites with multiple businesses up to 160 square feet, depending on road frontage. Maximum freestanding sign height is 24 feet.

The maximum size of building-mounted signs is determined by a complex table, permitting from one to square feet of signage for each linear foot of wall, depending on the wall length, with a maximum of 100 square feet.

While not strict, township sign regulations are not overly restrictive. However, current regulations are not well suited to commercial areas along US 20 in Madison Township. Commercial lots are often very narrow, so freestanding signs on different sites are spaced closely, creating visual clutter. Small businesses give more attention to the size of their sign than the overall quality, so many signs have an amateurish appearance. Small businesses often make the mistake of trying to convey too much information in a limited space, so their signs become unreadable. The problem is worse for signs identifying multiple tenants.

“When everybody shouts, nobody gets heard.” For signs to be effective, they must not barrage viewers with information what will soon be forgotten, but stand out on their own. While many businesses



This sign has 48 words and three telephone numbers. A driver passing by it at 45 miles per hour will have only about two seconds to safely read it.



By comparison, signs for national businesses usually display the company name and little else.



While these signs may not be intrusive individually, a long row of similar signs will make their messages less effective, and make the US 20 corridor appear more cluttered.

## Billboards

Billboards are uncommon in most of Lake County, and Although billboards are not common along US 20 in Madison Township, their presence in some areas detracts from the semi-rural environment, increases visual clutter and possibly compromises highway safety.

The zoning resolution may allow billboards in residential areas. “Outdoor advertising signs,” undefined by the zoning resolution but usually interpreted to mean “billboard” in most zoning codes, are permitted in the A-1 and A-R zoning districts. Billboards are not permitted in the B-1, B-2 and M-1 districts. SIC code 7319, “advertising,” is a permitted use in the B-1 and B-2 districts. Although the intent is that the code refers to an advertising agency, some could interpret it loosely as any advertising activity, including a billboard.

The plan recommends prohibition of all billboards and other off-premises advertising signs along the US 20 corridor.

US 20 is a federal aid highway, with billboards subject to the National highway Beautification Act. Removing billboards through amortization is not permitted along federal aid highways. Billboards can be removed by requiring it as a condition of development, though.

instinctively view small signs as less effective than larger signs, the message they convey is distinct and better understood with less competition from other signs competing for the viewer’s attention. The presence of smaller signs reduces visual clutter, and thus improves the appearance of a commercial area.

This plan recommends reducing the maximum area and height of commercial signs. This plan also recommends imposing strict design requirements to make signs appear more legible and professional. A small budget should not be considered an excuse for bad signage.

## Portable signs

The zoning resolution allows businesses to display portable signs for 30 days in a row, with a 60 day break between displays. Portable signs are usually cheaply made and poorly maintained, often placed in unsafe locations such as clear vision triangles, and often have flashing lights even though the zoning resolution prohibits animated signs. In the 1970s and 1980s, many communities recognized that portable signs not only contributed to visual clutter, but also cheapened the appearance of a street and the businesses located on it. This plan recommends reviewing the current language on temporary signs to make it stronger so it can regulate the portable signs better.

## 7.6 Landscaping

***Current landscaping requirements are vague and ineffective. Landscaping requirements should be revised to require more prominent and functional landscaping that also reinforces the identity of the township as one of the leading nursery centers of the United States.***

The site development plan section of the Madison Township zoning resolution describes the process for reviewing site plans for commercial development. The section also contains five paragraphs, only one having specific numerical requirements, that make up the total extent of landscaping requirements for the township.

- *Maximum possible visual and auditory privacy for surrounding properties shall be provided through good design and landscaping buffers.*
- *Where located adjacent to residentially zoned property, the required setback area shall be maintained with natural vegetation and shall have supplemental plantings to provide visual and sound attenuation.”*
- *Where adjacent to non-residentially zoned property, the maximum lot coverage of building, parking, drives and other improvements shall be 90%. The remaining 10% of the site shall be landscaped with grass and plant material or retained in a natural state with vegetative cover.*
- *Parking and service areas shall be screened from view from adjacent residential properties, Screening of parking and service areas shall be provided by means of landscaping, ornamental walls, fences, or similar means. Use of slow or low-growing deciduous trees of various varieties shall be used on the site.*
- *In parking areas designed to accommodate 30 vehicles or more, visual relief shall be provided by means o landscaped dividers and/or islands.*

These regulations are not only vague, but also ineffective. An example is a new commercial building on Hubbard Road, with no landscaping in front of the building. According to the zoning resolution, this is quite acceptable. There are no requirements for where exactly landscaping should be placed, and scrubland at the rear of a property qualifies as “landscaping.”

The large percentage of impervious surface permitted on a site contributes to increased volume and velocity of stormwater runoff, and exacerbated drainage and flooding problems, all of which can harm the nearby Arcola Creek watershed (see section 7.8) .

In the image preference survey, images showing commercial development with lush landscaping usually scored higher than those with minimal landscaping. Commercial sites in Madison Township with little or no landscaping all scored at the bottom. For a community associated with the nursery industry, the lack of landscaping at most shopping centers and commercial sites is ironic at best.

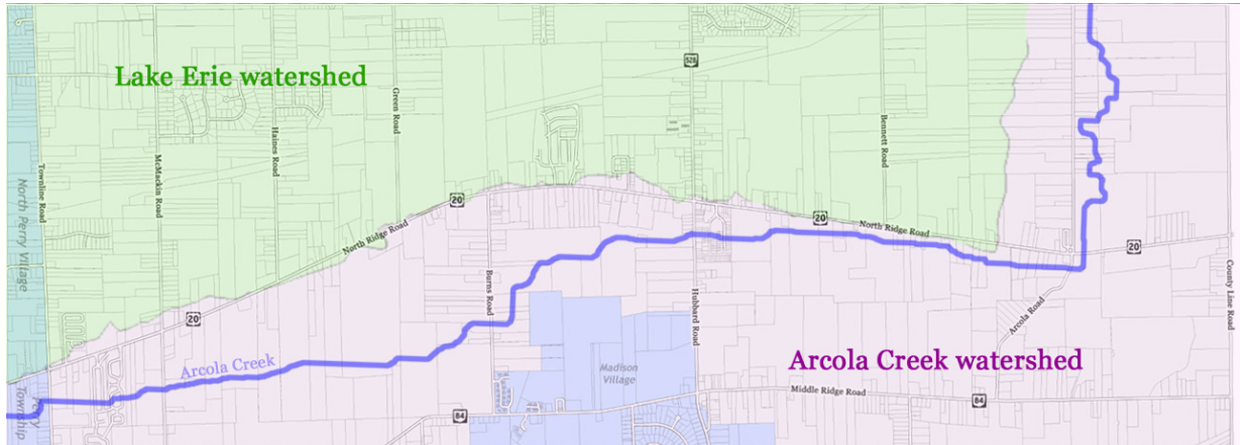
The plan recommends adopting comprehensive landscaping regulations requiring landscaping bufferyards at the front, side and rear of the site, along buildings, driveway throats, islands that cap and break up parking rows, and islands that divide large parking areas into smaller, more manageable units. Required buffers at the front of a site must be deep enough to accommodate future road widening projects. The plan also recommends minimum requirements for the number of trees and shrubs, and tree protection requirements. Protection of the Arcola Creek watershed is recommended by prohibiting vegetation that requires fertilizer in areas that drain to the creek.

Design standards of any sort should not be in an otherwise administrative section of the zoning resolution. Landscaping regulations should be in a section of the code containing other bulk and site design standards.

## 7.7 Arcola Creek watershed

*Arcola Creek runs through the southern end of the most commercialized section of the US 20 corridor. Development in the area must not harm the creek's water quality and ecosystem.*

The Arcola Creek watershed drains 23 square miles, including most of the US 20 corridor area. The watershed contains one of only two of the remaining estuaries on the south shore of Lake Erie.



In response to encroaching development that threatens the ecosystem of the creek and its watershed, the Lake County Soil and Water Conservation District adopted the Arcola Creek Watershed Plan in 2004. The watershed plan recommends changing some land use regulations to protect the watershed, including the following:

- Require riparian setbacks for impervious surface (parking lots and other paved areas), to reduce the velocity of stormwater runoff, and minimize nonpoint source pollution (polluted runoff, including oils and solvents on parking lot surfaces, lawn fertilizer, and bacteria from septic systems and animal waste.)
- Create an Arcola Creek floodplain overlay, to restrict building in the 100 year floodplain area.
- Prohibit fill in the 100 year floodplain area, to increase the amount of floodwater storage capacity. The plan states “Other suitable uses for these areas are agricultural fields, recreation area, and woodlots.”
- Require impacted wetlands in the watershed to be offset by mitigation elsewhere in the Arcola Creek watershed.

This plan recommends implementing all of the above.

## 7.8 Goals and strategies

- BN-1**      **The US 20 corridor through Madison Township should have a clear identity and sense of place.**
- BN-1-S1**   Gateways and branding. Place distinctive, easily seen and well-designed signage at the township boundary that identifies Madison Township. Use distinctive street signs along the US 20 corridor that set Madison Township apart from adjacent communities.

<b>Priority</b>	low 1 <b>2</b> 3 4 5 6 7 8 9 10 high
<i>Identifying the township to travelers along US 20 seen as a low priority by township officials, survey respondents and those attending planning meetings.</i>	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <b>8</b> 9 10 easy
<i>Commissioning, placing and maintaining signs. Little right-of-way available for welcome sign placement; may need to put signs on private property.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 <b>4</b> 5 6 7 8 9 10 expensive
<i>Cost of sign design, construction, and placement.</i>	
<b>Timeframe</b>	Long term.

BN-1-S2 Public art. Place public art reflecting local culture and customs at gateways and strategic intersections.

<b>Priority</b>	low 1 <b>2</b> 3 4 5 6 7 8 9 10 high
<i>Public art seen as a low priority by township officials and those attending planning meetings.</i>	
<b>Ease of implementation</b>	difficult 1 2 3 <b>4</b> 5 6 7 8 9 10 easy
<i>Little right-of-way available for public art. May need to wait until the right-of-way is widened in the future.</i>	
<b>Cost of implementation</b>	low 1 2 3 4 <b>5</b> 6 7 8 9 10 expensive
<i>Grants available for art projects. Statuary and sculpture may be pricey.</i>	
<b>Timeframe</b>	Long term.

BN-2 Development along the US 20 corridor should be attractive and offer a positive impression of the community to residents and visitors. Lowest common denominator development, designed primarily with low cost, corporate standards and/or builder convenience in mind, should not be acceptable.

BN-2-S1 Architectural regulations. Adopt architectural standards that apply to all non-residential and non-agricultural development in the corridor.

<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
<i>Although not seen as critical by some, quality building design should be required before extensive development occurs along the corridor; at that point, it is too late.</i>	
<b>Ease of implementation</b>	difficult 1 2 3_4 5 6 7 <b>8</b> 9 10 easy
<i>Writing and adopting a zoning resolution amendment May be some opposition from businesses and property owners, despite support shown by survey results.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Staff time in reviewing building elevation drawings.</i>	
<b>Timeframe</b>	Within six months of plan adoption.

BN-2-S2 Sign regulations. Adopt sign design standards that will require smaller but more clearly visible and professional appearing signs. Prohibit billboards. Prohibit portable signs, both temporary and permanent. Establish an amortization period for businesses to comply with the new sign requirements.

<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
<i>Making sign regulations stricter should be required before extensive development occurs along the corridor; at that point, it is too late.</i>	
<b>Ease of implementation</b>	difficult 1 2 3_4 5 6 7 <b>8</b> 9 10 easy
<i>Writing and adopting a zoning resolution amendment May be some opposition from businesses and property owners, despite support shown by survey results.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Staff time in reviewing signage plans.</i>	
<b>Timeframe</b>	<i>Within six months of plan adoption.</i>

- BN-2-S2 Landscaping regulations. Adopt landscaping standards that will create sizeable landscape buffers, break up large parking areas, reduce heat islands, and reinforce the identity of Madison Township as a center of the nursery industry. Adopt tree preservation requirements that prohibit complete site clearance, protect established trees, prevent erosion, and help maintain a semi-rural environment.

<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
<i>Landscaping is nearly non-existent at most commercial and industrial sites along the US 20 corridor.</i>	
<b>Ease of implementation</b>	difficult 1 2 3_4 5 6 7 <b>8</b> 9 10 easy
<i>Writing and adopting a zoning resolution amendment May be some opposition from businesses and property owners, despite support shown by survey results.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Staff time in reviewing landscape and tree inventory plans.</i>	
<b>Timeframe</b>	<i>Within six months of plan adoption.</i>

- BN-3 Commercial development in the corridor should be sited in a way that is inviting, safe, efficient, and environmentally sound. Retail centers should be configured where they function as an appealing public gathering area as well as a shopping destination. Conventional suburban building siting, with parking as the most prominent feature on a site, should be avoided. Building siting should not worsen the “strip” character of the corridor; instead, it should help relieve it.

- BN-3-S1 Site planning regulations. Adopt site planning standards that regulate more than building setback and minimum parking space requirements. Require shopping centers to be arranged as a “retail village” rather than a strip of stores behind a large parking lot. Require commercial site layout where parking areas are distributed to the side and rear of the site. Require large parking areas to be divided into smaller lots. Require buildings outside of retail nodes to be set back far from the street, to reduce a strip development effect along the US 20 corridor,

<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
<i>Although not seen as critical by some, quality site planning should be required before extensive development occurs along the corridor; at that point, it will be impossible to reverse the pattern and form of development.</i>	
<b>Ease of implementation</b>	difficult 1 2 3_4 5 6 7 <b>8</b> 9 10 easy
<i>Writing and adopting a zoning resolution amendment May be some opposition from businesses and property owners, despite support shown by survey results.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Staff time in reviewing site plans.</i>	
<b>Timeframe</b>	<i>Within six months of plan adoption.</i>

- BN-4 Development along the US 20 corridor should not have an adverse effect on Arcola Creek and its watershed. The natural drainage functions and ecosystem of the creek, floodplain and watershed should be protected.

- BN-4-S1 Riparian setback and protection standards. Require riparian setbacks for buildings, parking lots and other impervious areas, to reduce stormwater velocity and polluted runoff. Prohibit buildings and fill in the 100 year floodplain. Require impacted wetlands in the watershed to be offset by mitigation elsewhere in the Arcola Creek watershed.

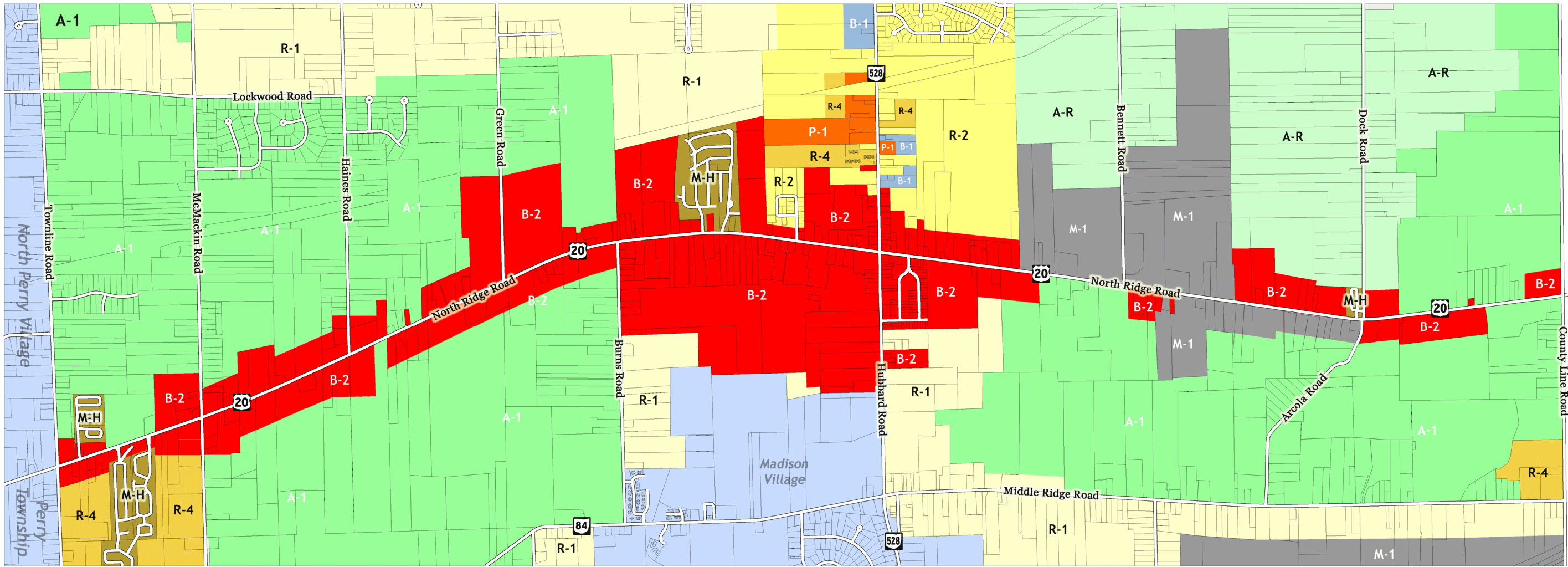
<b>Priority</b>	low 1 2 3 4 5 6 7 <b>8</b> 9 10 high
<i>Not seen as critical by some, but important for maintaining the environmental health of one of Madison Township's most important natural features.</i>	
<b>Ease of implementation</b>	difficult 1 2 3 4 5 6 7 <b>8</b> 9 10 easy
<i>Writing and adopting a zoning resolution amendment; most likely by incorporating riparian setback and protection standards into site planning and setback standards. May encounter some opposition from property owners near the creek.</i>	
<b>Cost of implementation</b>	low <b>1</b> 2 3 4 5 6 7 8 9 10 expensive
<i>Staff time in reviewing site plans for compliance</i>	
<b>Timeframe</b>	<i>Within six months of plan adoption.</i>

# 9 Implementation

## 9.1 Recommended initial zoning scheme

The map below shows the **current** zoning scheme along the US 20 corridor.

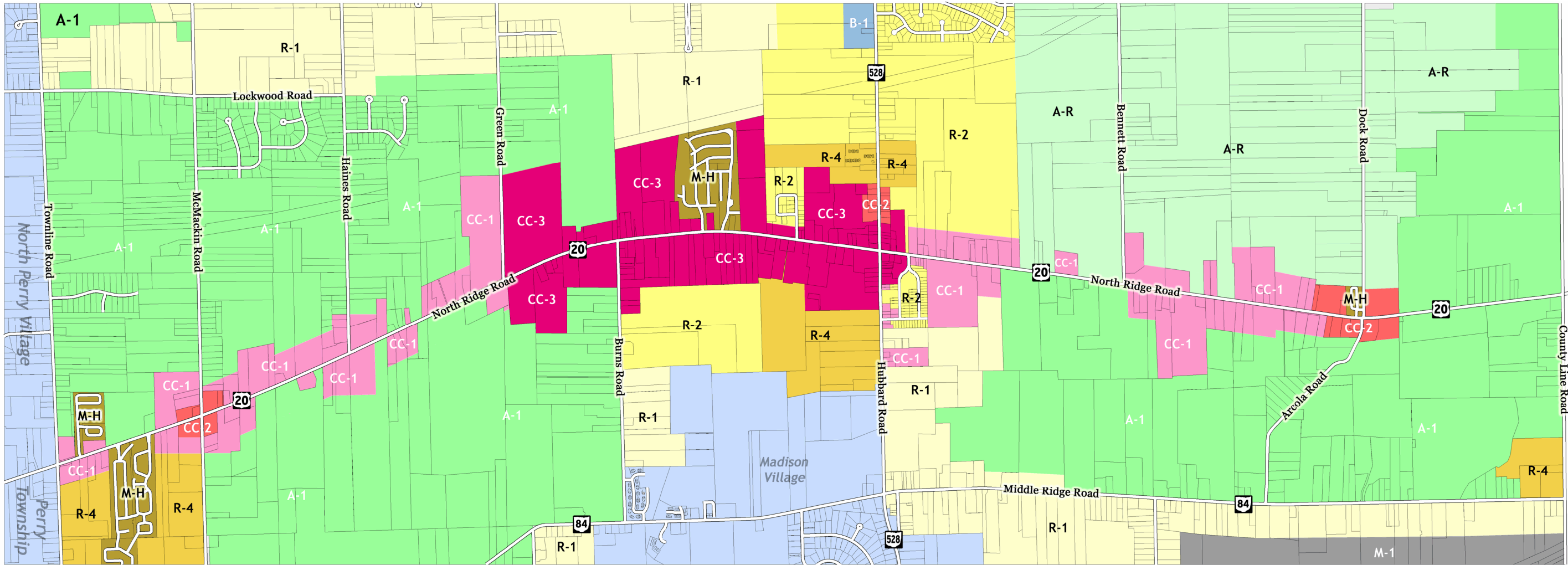
Current zoning as of 2 December 2005



The map on this page shows a **recommended** zoning scheme for the initial implementation of this plan, based on the future land use map in the land use element. Changes include:

- B-2 zoned land fronting US 20 between Green Road and Hubbard Road - to CC-3 (commercial - corridor core).
- B-2 zoned land between Green Road and Hubbard Road south of Arcola Creek –to R-2 and R-4. The area is environmentally sensitive and there is no direct access to US 20.
- B-2 zoned land on Hubbard Road north of Green Road – to CC-2 (commercial – corridor neighborhood).
- B-2 zoned land on Hubbard Road south of Arcola Creek – to CC-1 (commercial – corridor limited).
- Spot and speculative zoned parcels on Hubbard Road north of US 20 - “cleaned up” to R-2 and R-4.
- Most B-2 zoned Madison Gardens lots – to R-2. The area is platted to serve as a residential development, and lot sizes are impractical for commercial use.
- B-2 zoned land at US 20/McMackin Road and US 20/Dock Road intersection – to CC-2.
- B-2 zoned land at nurseries fronting US 20 – to A-1. Retail nursery sales should still be permitted.
- M-1 zoned land south of US 20 – to CC-1 (commercial – corridor limited).
- M-1 zoned land north of US 20 - to CC-1 (commercial – corridor limited) and A-R (agricultural/residential). This is an inappropriate location for industrial land, and the industrial zoning was established based on the future location of an exit on a never-built section of the Lakeland Freeway.
- B-2 zoned land east of Dock Road area to County Line Road – to A-1 (agricultural).
- B-2 land elsewhere in the corridor – to CC-1 (commercial – corridor limited).

Recommended initial zoning



## 9.2 Recommended zoning resolution amendments

Adding extensive regulations to the existing zoning resolution will make the already cumbersome and unfriendly document even more difficult to use. The plan recommends adopting a separate US 20 Corridor zoning resolution, which will reference sections of the existing zoning resolution as necessary. The corridor zoning resolution will have provisions for easy future amendment when the township zoning resolution is updated. In the near future, general regulations in the zoning resolution will be moved over to the new document, and eventually replace the old zoning resolution.

As an analogy, instead of “jerryrigging” and making even more additions to a house that was haphazardly built and added to through the years, the plan proposes building a new house, filling up some of the rooms with new furniture, and leaving some rooms empty for items that will be moved over later. Recommended code language is included below.

### 1 Introduction

#### 101 Title

These regulations are known as the “Madison Township US 20/North Ridge Road Corridor Zoning Resolution,” and may be cited as the “US 20 corridor zoning resolution,” “US 20 corridor zoning regulations” or “US 20 corridor development regulations.”

#### 102 Intent

The US 20 corridor zoning resolution is intended to:

- Implement the Madison Township US 20 Corridor Plan.
- Provide planned and orderly land use near the US 20 corridor.
- Promote good planning practice, public design, architecture and urban design.
- Preserve semi-rural character, a distinct identity, sense of place; and ensure new development respects and reinforces a unique built, natural and social environment.
- Encourage positive innovations in land development.
- Promote efficient and safe vehicle circulation, and improved traffic flow on US 20.
- Promote water, energy and natural resource conservation.
- Protect property from externalities caused by adjacent, more intensive uses.
- Secure safety from fire, flooding and other dangers.
- Provide for land use classification and land development distribution.

#### 103 Applicability

These regulations apply to all property in an area 1,320’ (1/4 mile, 403 meters) north and south of the centerline of US 20. If any part of a lot is less than 1,320’ (1/4 mile, 403 meters) from the US 20 centerline, the entire lot will be subject to these regulations.

#### 104 Severability

If a part of these regulations are considered invalid, it will not affect the applicability of other parts.

#### 105 Savings clause

Adoption of these regulations will not release or change any penalty, liability or right the township incurred under old regulations. These regulations are held as remaining in force for sustaining all

actions for enforcement of any penalty, liability or right of the township, sustaining any order rendered in such actions, and sustaining any actions before township staff, contract professionals, appointed boards and commissions, the Board of Township Trustees, and any court.

## 2 Administration

### 201 Definitions

For convenience, definitions are included in the section of these regulations where the term is most applicable. For example, all terms relating to signs (freestanding, attached, banner, etc.) are included with the sign requirements. General abbreviations, terms and definitions used throughout these regulations are included below.

**Built environment:** totality of all humans have changed or rearranged in the natural environment

**Character:** attributes, qualities and features that make up and distinguish a place or development project and give such project a sense of purpose, function, definition and uniqueness.

**Commercial center or shopping center:** development having common ownership, management, maintenance, parking, landscaping, signage, loading areas, access aisles and/or other related improvements, where there are three or more separate businesses and/or retail establishments.

**Commercial development:** any commercial land development activity except that intended only for agricultural, residential, civic, or industrial use.

**Compatibility:** characteristics of different uses or activities or design which allow them to be placed near or adjacent to each other in harmony. Some elements affecting compatibility include height, scale, mass and bulk of structures. Other characteristics include pedestrian or vehicular traffic, circulation, access and parking impacts. Other important characteristics that affect compatibility are landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as,” but rather refers to the sensitivity of development proposals in maintaining the character of existing development.

**Extent reasonably feasible:** that, under the circumstances, reasonable efforts have been made to conform to a rule, that compliance costs clearly outweigh the potential benefits to the public or would unreasonably burden the proposal, and reasonable steps have been undertaken to minimize potential harm or adverse impacts resulting from waiving the rule.

**Family -** individual living alone, or one of these groups living together as a housekeeping unit and sharing common living, sleeping, cooking and eating facilities:

- any number of persons related by blood, marriage, adoption, guardianship or other authorized custodial relationship unless the number is specifically limited in the Land Use Code
- an unrelated group of up to three persons
- two unrelated adults and their related children, if any.

**Host building:** dominant building on a site, in context to an accessory use or structure, or site amenity.

**Improvement:** man-made, immovable item that becomes part of, is placed on or is affixed to real estate.

**Infrastructure:** man-made structures which serve the common needs of the population, such as: potable water systems; wastewater disposal systems, solid waste disposal sites or retention areas; storm drainage systems; electric, gas or other utilities; bridges; roadways; bicycle paths or trails; pedestrian sidewalks, paths or trails; and transit stops.

Lot: designated parcel or tract legally established by plat or subdivision, abutting a dedicated right-of-way, private street or private drive.

Mechanical commercial use: any of these uses:

- Class 1, 2 and 3 large item sales, as defined in Chapter 2.
- Businesses whose primary function is the sales, rental, servicing, repair, cleaning, fueling and modification of motorized vehicles and/or items powered by liquid and gas fuel powered engines, and the sales of parts and accessories for such vehicles and items.
- Businesses whose primary function is the sales, rental, servicing, repair, cleaning, and modification of products and raw materials primarily intended for use by the construction industry, landscape contractors and skilled mechanical trades.
- Wholesale businesses not catering to the public.
- Retail businesses where more than 10% of the inventory is kept outdoors, excluding nurseries.

Natural features: trees, springs, water bodies, view corridors, open spaces, and other regions of principal environmental importance.

Nonconforming use: uses, buildings or structures that were established legally but currently do not conform to these regulations.

Orient: to bring in relation to, or adjust to, the surroundings, situation or environment; to place with the most important parts facing in certain directions; to set or arrange in a determinate position: to orient a building.

Public facilities: transportation systems or facilities, parks and recreation and/or natural area program systems or facilities, water systems, wastewater systems, storm drainage systems, fire, police and emergency systems or facilities, electric utilities, gas utilities, cable facilities or other public utilities.

Public use: uses intended to be conducted in a facility or on land owned by and operated for public use by a public agency or by Town, county, state or federal governments.

Sense of place: collection of elements in the built and natural environment that add up to a feeling that a certain geographic area or community is a special place, distinct from anywhere else. Sense of place is a factor that makes an environment familiar and psychologically comfortable.

Services: programs and employees determined necessary to provide adequate operation and maintenance of its public facilities and infrastructure, including those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure required by these regulations, policies and administrative manuals, or state or federal law.

Street: public way (whether publicly or privately owned) used or intended for carrying vehicular, bicycle and pedestrian traffic. A street includes the entire area in the public right-of-way and/or access easement.

Structure: combination of materials forming a construction for use, occupancy or ornamentation.

Vested development right: right to undertake and complete development and use of property under terms and conditions of a development request approved by the township trustees.

Where possible: that the proposal must conform to a rule unless the applicant demonstrates it is not physically possible to do so because of topography, sight line requirements, existing trees, utilities, drainage requirements, access requirements or other physical constraints.

## 202 Development review process summary

This chart summarizes the process for most development and subdivision activities.

(This section is a placeholder for future standards.)

## 203 Development review processes

### 203.1 Administrative review

Development review procedures in the zoning resolution apply.

(This section is a placeholder for future standards.)

### 203.2 Comprehensive or area plan amendment

(This section is a placeholder for future standards.)

### 203.3 Conditional use permit

Conditional use permit review procedures in the township zoning resolution apply.

(This section is a placeholder for future standards.)

### 203.4 Planned Unit Development (PUD)

(This section is a placeholder for future standards.)

### 203.5 Sign permit

(This section is a placeholder for future standards.)

### 203.6 Site plan review

#### 203.6.1 Intent

Formal site plan review is intended to ensure proposed structures, modifications and uses conform to the Land Development Code, compatible with nearby properties and consistent with the spirit of the Comprehensive Plan.

#### 203.6.2 Applicability

Site plan review is required for:

- Apartment and condominium complexes.
- New non-residential and non-agricultural structures and development, and any major additions and alterations, unless noted.
- Freestanding Commercial Mobile Radio Service facilities unless noted.
- All other uses designated as requiring site plan approval.

#### 203.6.3 Criteria

The following criteria are used to evaluate site plan requests.

- Consistency with the US 20 zoning resolution, township zoning resolution, and any applicable comprehensive plans. The proposed development is consistent with zoning regulations and the spirit of applicable comprehensive plans, it would not adversely affect property near the site, and it has been prepared to achieve the benefits of improved design.

- Aesthetics. Architectural design, landscaping, hardscaping and signage conform to Land Development Code standards and complements adjacent development.
- Compatibility with surrounding uses. The proposed development is compatible with the character of adjacent development uses (compatibility includes but is not limited to size, scale, mass, architectural design, landscaping, and external effects).
- Impact on existing infrastructure and public improvements. The proposed development does not adversely affect existing infrastructure and public improvements, or that arrangements are made to mitigate such impacts.
- Internal efficiency of design. The proposed design achieves internal efficiency for its residents and/or visitors, adequacy of recreation, public access, safety and other factors, including but not limited to storm drainage, sewer and water, grades, dust control and matters relating directly to public health and safety.
- Control of external effects. The proposed development controls external effects on nearby land uses, movement and congestion of traffic, noise generated, arrangement of signs and lighting to prevent nuisances, landscaping, features to prevent littering or accumulation of trash, and other factors that affect public health, welfare, safety and convenience.
- Adequacy of traffic and circulation plans. Designs and efficiency of the traffic plan, vehicular and pedestrian circulation, adequacy and convenience of parking, design of streets, and linkage of collector streets to the arterials street system are adequate.
- The site is a legal building lot.

#### 203.6.4 Process

- Pre-application meeting (not necessary if initiated by the township).
- Site development plan review process, as described in the township zoning resolution. Design standards in the US 20 corridor zoning resolution supersede design standards described in the township zoning resolution.
- Approval (or denial): Zoning Commission.

#### 203.6.5 Approval conditions

- The Zoning Commission may impose conditions on a site plan.
- All approved site plans expire three years after the approval date unless the applicant takes action consistent with the approval.

#### 203.6.6 Amendments

- Technical or engineering considerations may call for minor deviations from approved site plans. The Zoning Administrator may approve minor deviations if they conform to the US 20 Corridor zoning resolution and township zoning resolution, and are consistent with the intent of the original site plan approval. Such deviations include minor changes in architectural façade treatments, landscaping, hardscaping, signage and other elements that do not alter the character or intensity of the development and do not affect conformance with the Land Development Code.
- Changes to approved site plans not considered minor, including imposed conditions, require a new application and approval through the formal site plan review process.
- Changes to existing structures and sites that were lawfully established without a site plan require establishment of an initial site plan.

### 203.7 Site plan - initial

#### 203.7.1 Intent

An initial site plan establishes a site plan for a site that was lawfully developed without a site plan.

#### 203.7.2 Applicability

An initial site plan is required when a proposed use is limited to existing structures lawfully constructed without a site plan, or when changes are proposed to structures and sites that were lawfully developed without a site plan.

### 203.7.3 Criteria

The following criteria are used to evaluate initial site plan requests.

- The site must be consistent with the US 20 corridor zoning resolution and township zoning resolution, and meet the criteria for legal nonconforming uses and structures if applicable.
- The site does not contain any zoning violations.
- The site is a legal building lot.

### 203.7.4 Process

- Pre-application meeting (not necessary if initiated by the township).
- Review: Zoning Administrator.
- Approval (or denial): Zoning Commission.

### 203.7.5 Approval conditions

The Zoning Commission may impose conditions on an initial site plan, to ensure conformity with zoning resolutions, and resolve existing violations.

### 203.7.6 Amendments

- The Zoning Administrator may approve minor deviations if they conform to the Land Development Code, and are consistent with the intent of the original approval. Such deviations include minor changes in architectural façade treatments, landscaping, signage and other elements that do not alter the character or intensity of the development and do not affect conformance with the Land Development Code.
- Changes to approved initial site plans not considered minor deviations require approval through the formal site plan process, requiring a new application. The Zoning Administrator may choose to waive the pre-application meeting.

## 203.8 Variance

Variance procedures in the township zoning resolution apply.

(This section is a placeholder for future standards.)

## 203.9 Zoning map amendment (rezoning)

Rezoning procedures in the township zoning resolution apply.

(This section is a placeholder for future standards.)

## 203.10 Zoning resolution amendment

Zoning resolution amendment procedures in the township zoning resolution apply.

(This section is a placeholder for future standards.)

## 204 Vested development rights

### 204.1 Effective date

A vested development right is established on the date of final approval of a general development plan, site plan, or use permitted subject to conditional review.

If there is an amendment to the approved development request, the approval date of the original development request is considered the effective date of vesting.

Vested development rights expire three years after the original effective date, unless otherwise stated in these regulations.

#### **204.2 Minor amendments**

Minor administrative amendments to approved plans for a development request do not create any vested development rights.

#### **204.3 Conceptual plans**

Conceptual site plans are considered non-binding and do not create any vested development rights.

#### **204.4 Nonconforming elements on plans**

Elements shown on a site plan, approved PUD plan, or general development plan that do not conform with the development regulations in effect when the plan was approved are considered non-binding and do not create any vested development rights.

### **205 Development review process**

#### **205.1 Submittal requirements**

- The Zoning Administrator is empowered to set submittal and processing requirements for all land use requests, including application forms; letters of description and justification; required plans, elevations, maps, surveys, and plats and their details; copy size and number; renderings and photo simulations; site posting, and other supplemental information required to fully review all aspects of a land use request.
- Submittal requirements for a land use type must be well-defined and applied consistently.

#### **205.2 Development review schedule**

(This section is a placeholder for future standards.)

### **206 Nonconforming uses, structures and lots**

Nonconforming use standards in the township zoning resolution apply.

(This section is a placeholder for future standards.)

### **207 Enforcement**

Enforcement procedures in the township zoning resolution apply.

(This section is a placeholder for future standards.)

### **208 Reviewing and administration parties**

(This section is a placeholder for future standards.)

#### **208.1 Zoning Administrator**

(This section is a placeholder for future standards.)

## **208.2 Zoning Commission**

(This section is a placeholder for future standards.)

## **208.3 Board of Adjustment**

(This section is a placeholder for future standards.)

## **209 Interpretation**

### **209.1 Interpretation requests**

(This section is a placeholder for future standards.)

### **209.2 Metric units**

#### **209.2.1 Intent**

The US 20 corridor zoning resolution uses both English and metric (SI) units measurements, for the convenience of those who are more familiar with metric units.

#### **209.2.2 Metric vs English measurements**

The Land Development Code uses English measurements followed by a metric equivalent. If there is a conflict between the figures, the English measurement will control.

#### **209.2.3 Rounding and precision**

- Where a rule sets a minimum dimensional requirement, the metric equivalents of the English measure are rounded up.
- Where a rule sets a maximum dimensional requirement, the metric equivalents of the English measure are rounded down.
- Metric equivalent measures are rounded up or down (“hard conversion”) to avoid awkward precision not present in English units. Examples: minimum setback of 10’ = 3.1m (308.4 cm rounded up), maximum setback of 15’ = 4.6m (462.6 cm rounded down)

### **209.3 Illustrations and text**

Photographs and drawings used in the US 20 corridor zoning resolution are intended to illustrate certain design concepts. Some features shown in photos and drawings must not comply with other sections of the US 20 corridor zoning resolution. If there is a conflict of meaning or implication between the text of this US 20 corridor zoning resolution and any heading, drawing, table, figure, or illustration, the text will control.

### **209.4 Meaning of certain words**

- Words used in one tense include other tenses and derivations.
- Words used in the singular number include the plural, and vice versa.

### **209.5 Conflicts with other regulations**

If a US 20 corridor zoning resolution requirement or process conflicts with another applicable local, county, state or federal law, the more restrictive standard applies.

### **209.6 Mandatory and discretionary terms**

- The words “will” and “must” are the equivalent of “shall,” and imply mandatory rules and actions.
- The word “may” is permissive. In conjunction with a value or attribute, “may” implies permission to a limit; for example, “A freestanding sign may be up to five feet tall” means the same as “A freestanding sign must not be more than five feet tall” or “A freestanding sign must be five feet tall or less.”

#### **209.7 Technical and lay terms**

- Words and phrases will be interpreted according to the common usage of the term.
- Technical words and phrases that may have a peculiar and appropriate meaning in law will be understood according to that meaning.

#### **209.8 Lists and examples**

Unless otherwise stated, lists of items or examples using terms such as “including,” “such as,” or similar language are intended to provide examples, not to be exhaustive lists of all possibilities.

#### **209.9 Creation of nuisances**

Nothing in this code permits a public or private nuisance to be established or maintained.

#### **210 Fees**

(This section is a placeholder for future standards.)

### **3 Land use standards**

#### **401 Intent**

On 22 November 1926, Justice George Sutherland wrote his opinion upholding the practice of zoning in Euclid, Ohio - “A nuisance may be merely the right thing in the wrong place, like a pig in the parlor instead of the barnyard.” Zoning regulates land use, implements the US 20 Corridor Plan and township comprehensive plan, promotes sound planning practice, and ensures the right thing stays in the right place.

#### **302 Zoning map**

Zoning map interpretation standards the zoning resolution apply.

(This section is a placeholder for future standards.)

#### **303 Zoning districts**

##### **303.1 A-1 Agricultural**

(This section is a placeholder for future description.)

##### **303.2 A-R Agricultural / residential**

(This section is a placeholder for future description.)

### **303.3 R-1 Residential / suburban**

(This section is a placeholder for future description.)

### **303.5 R-3 Residential / single family (2 acres)**

(This section is a placeholder for future description.)

### **303.7 R-5 Residential / multiple dwelling medium-high density**

(This section is a placeholder for future description.)

### **303.9 P-1 Professional**

(This section is a placeholder for future description.)

### **303.10 B-1 Business**

(This section is a placeholder for future description.)

### **303.11 B-2 Business / highway**

(This section is a placeholder for future description.)

### **303.12 CC-1 Commercial / corridor**

The CC-1 district is intended to accommodate limited commercial development, mainly certain office and professional uses, in areas between defined neighborhood and core centers along the US 20 corridor. Permitted uses, building design requirements and site planning requirements are intended to allow development that presents a positive image of the township while preventing negative impacts of strip commercial development such as traffic congestion, visual blight, harm to agricultural operations, and loss of semi-rural character.

### **303.13 CC-2 Commercial / corridor neighborhood**

The CC-2 district is intended to accommodate limited commercial development in two nodes along the US 20 corridor. Incremental expansion of this district outside of defined nodes, and spot zoning outside of those nodes, is discouraged. Site and building design requirements are intended to encourage high quality development, ensure smooth traffic flow on arterial roads, present a positive image of the township, reinforce a sense of place, and prevent potential negative impacts on residential and agricultural uses

### **303.14 CC-3 Commercial / corridor center**

The CC-3 district is a setting for development of a defined core area on US 20 containing a wide range of retail uses, offices and personal and business services. Incremental expansion of this district outside of a defined core, and spot zoning outside the defined core, is discouraged. Site and building design requirements are intended to encourage high quality development, ensure smooth traffic flow on arterial roads, promote internal pedestrian foot traffic, present a positive image of the township, reinforce a sense of place, and prevent potential negative impacts on residential and agricultural uses.

### **303.15 M-1 Manufacturing / light**

(This section is a placeholder for future description.)

### 303.16 M-3 Manufacturing / mineral extraction

(This section is a placeholder for future description.)

### 303.17 S-1 Green area / recreational

(This section is a placeholder for future description.)

### 303.18 S-2 Green area / Grand River

(This section is a placeholder for future description.)

## 304 Permitted uses

### 304.1 General requirements

#### 304.1.1 Business license

(This section is a placeholder for future standards.)

#### 304.1.2 Indoor location

All uses must be performed entirely inside a permanent structure that conforms with all zoning and design requirements, unless otherwise stated.

#### 304.1.3 Principal uses

Only one principal use is permitted on a lot, unless otherwise stated. This restriction does not apply to commercial and industrial centers and buildings planned for multiple users, such as shopping centers, office buildings and industrial “flex space” buildings.

#### 304.1.4 PUD uses

(This section is a placeholder for future standards.)

### 304.2 Permitted use table abbreviations

	Context
P	Permitted use - permitted by right, may be subject to conditions and performance standards that apply to the use.
C	Permitted use - permitted subject to special review/conditional use permit, may be subject to conditions and performance standards that apply to the use.
N	Not a permitted use

### 304.3 Residential uses

Use	Zoning district		
	CC-1	CC-2	CC-3
Boarding and rooming house	N	N	N
Dwelling, single family detached	N	N	N
Dwelling, single family attached (townhouse)	N	N	N
Dwelling, two family	N	N	N
Dwelling accessory to retail structure	P	P	P
Dwelling, live-work	N	N	N
Dwelling, manufactured	N	N	N
Group home	C	C	C

For other zoning districts, permitted uses, locations and conditions are detailed in the zoning resolution.

### 304.4 Commercial and retail uses

Use	Zoning district		
	CC-1	CC-2	CC-3
Adult oriented use	N	N	C
Art studio, performing	P	P	P
Art studio, visual	P	P	P
Bank	N	P	P
Bakery, retail	N	P	P
Bar, tavern	N	P	P
Billboard, off-premises sign	N	N	N
Broadcast studio	C	N	P
Campground, recreational vehicle park	N	N	N
Day care center, child	P	P	P
Club, lodge	P	C	C
Convenience store with gasoline sales	N	C	P
Convenience store without gasoline sales	N	P	P
Day labor agency	N	N	C
Dog day care and boarding	C	C	C
Day care center, child	P	P	P
Day care center, elderly	P	C	C
Entertainment facility, theater	N	N	P
Farm product sales	P	P	P
Farm product sales, farmer's market	N	C	C
Flea market	N	N	C
Food catering	N	P	P
Funeral home	C	C	C
Gas station	N	C	P
Grocery store	N	N	P
Indoor recreation facility	N	N	P
Instructional facility	P	P	P
Kennel	C	N	N
Large item sales and rental - class 1	N	C	P
Large item sales and rental - class 2	N	N	C
Large item sales and rental - class 3	N	N	N
Lodging establishment	N	N	P
Lodging establishment - bed and breakfast	P	P	P
Medical office	P	P	P
Mini-storage facility	N	N	N
Mobile home sales	N	N	N
Nightclub	N	N	P
Parking lot (as principal use)	N	N	N
Party center / banquet hall	N	N	P
Personal and business service shop	N	P	P
Plant nursery, greenhouse	P	P	P
Professional office	P	P	P
Print shop	N	P	P
Restaurant (quick service / fast food)	N	N	P
Restaurant (sit down)	N	P	P
Retail store	N	P	P
Travel plaza, truck stop	N	N	N
Vehicle auction	N	N	N
Vehicle minor repair (indoor)	N	C	C
Veterinary clinic	P	P	P

For other zoning districts, permitted uses, locations and conditions are detailed in the zoning resolution.

### 304.5 Industrial uses

Use	Zoning district		
	CC-1	CC-2	CC-3
Composting facility	N	N	N
Heavy industrial use	N	N	N
Junkyard	N	N	N
Light industrial use	N	N	N
Research laboratory	C	N	N
Trade use	N	N	N
Vehicle major repair	N	N	C
Vehicle storage facility	N	N	N
Warehouse and distribution facility	N	N	N

### 304.6 Institutional and civic uses

Use	Zoning district		
	CC-1	CC-2	CC-3
Cemetery	C	N	N
Community facility	C	C	C
Community recreational facility, clubhouse	N	N	N
Golf course	N	N	N
Hospital	N	N	C
Park	P	P	P
Place of worship or assembly	C	C	C
School - primary and secondary	C	N	N

For other zoning districts, permitted uses, locations and conditions are detailed in the zoning resolution.

### 304.7 Temporary uses

Use	Zoning district		
	CC-1	CC-2	CC-3
Christmas tree lot	P	P	P
Carnival	C	C	C
Construction equipment storage lot	C	C	C
Construction field office	P	P	P
Dwelling, temporary	N	N	N
Garage sale	P	P	P
Lot sales office	N	N	N
Model home	N	N	N
Roadside vendor	N	N	N
Vehicle sales, off-site (\$)	N	N	C

For other zoning districts, permitted uses, locations and conditions are detailed in the zoning resolution.

### 304.8 Accessory uses

Accessory uses and structures are intended to allow property owners the full use of their property while maintaining the character of the surrounding area. Accessory uses and structures must be built and used only for purposes that are secondary, customary and incidental to the principal use of the property and must be placed on the same lot with the principal use.

Use	Zoning district		
	CC-1	CC-2	CC-3
Agricultural activity	P	P	P
Animals -- farm	P	P	P
Antenna - radio hobbyist	P	P	P
Antenna - non-residential use	C	C	C
Boat house, dock	P	P	P
CMRS facility	C	C	C

Use	Zoning district		
	CC-1	CC-2	CC-3
Companion animal	P	P	P
Drive through facility	N	N	P
Home occupation	P	P	P
Residential accessory structure	N	N	N
Satellite dish	P	P	P
Swimming pool	P	P	P

For other zoning districts, permitted uses, locations and conditions are detailed in the zoning resolution.

### 304.9 Commercial diversity along US 20

#### 304.9.1 Intent

The US 20 corridor is increasingly perceived as an ideal location for mechanical commercial uses for several reasons.

- Land costs are low, making businesses that require a large amount of space yet have a limited return, such as used car sales and auto repair, viable.
- Mechanical commercial uses typically generate little wastewater, so the lack of a sanitary sewer system on some sites does not render them “off limits.” The lack of sewer service lowers potential development costs for mechanical commercial uses, making a US 20 location more attractive.
- In the past, zoning uses regulating mechanical commercial uses were very permissive. Landscaping, design and site planning standards common in other communities were lacking in Madison Township, also helping to lower costs for businesses that have a low profit margin.

The US 20 Corridor Plan encourages the presence of a wide variety of commercial and retail businesses, concentrated in designated areas. Mechanical commercial businesses tend to agglomerate, which can “typecast” an area as an “Auto Row,” discourage other types of businesses from considering a location there, and ultimately present a poor impression of the host municipality. The addition of more mechanical commercial uses would deny Madison Township the opportunity to create a vibrant and diverse retail environment, hurt its reputation as a desirable community, and harm a semi-rural environment that are integral parts of the township.

#### 304.9.2 Mechanical commercial use cap

The total linear frontage of all parcels with the following uses must not exceed 25% of the total linear frontage or land area of all actively occupied CC-2, CC-3 and other commercial zoned parcels fronting on or accessed by US 20:

- Uses meeting the definition of a mechanical commercial use.
- Convenience stores and supermarkets with gas pumps
- Gas stations, including those with co-branded uses such as restaurants and convenience stores
- Large item sales and rental (Class 1, 2 and 3)
- Vehicle minor repair
- All businesses whose primary function is the sales, rental, servicing, repair, cleaning and modification of motorized vehicles and/or items powered by liquid and gas fuel and fuel cell powered engines; and the sales, service and installation of parts and accessories for such vehicles and items.

For such uses in shopping centers and similar facilities with multiple commercial tenants on one lot, where the area dedicated to the use is not clearly defined, the linear frontage and area of the use is calculated using these formulas:

*Use linear frontage on street = linear frontage of use in building × (linear frontage of lot / linear frontage of building)*

*Use land area = gross floor area of use in building × (area of lot / gross floor area of building)*

Example: 200' wide building on parcel with 300' of linear frontage on US 20  
100' used for auto parts sales  
 $100 \times (300 / 200) = 150'$

### **304.10 Formula businesses**

Formula businesses include retail stores, restaurants, hotels and other establishments that are required by contract to adopt standardized services, methods of operation, decor, uniforms, architecture or other features virtually identical to businesses located in other communities.

Formula businesses are welcome to operate in Madison Township. However, to preserve and enhance the character of the township, corporate policy, preferences or tradition must not take precedence over township requirements for site planning, architecture, signage, landscaping, hardscaping, lighting, building size and maximum gross floor area. Formula businesses must conform to township development standards -- not the other way around.

### **304.11 Commercial gross floor area maximum**

An individual commercial use, along with all other uses that can be accessed from inside the host use floor area (for example, a pharmacy or bank in a supermarket), may occupy  $\leq 60,000'2$  (5500 m2) of gross floor area.

### **304.12 Interpretation**

#### **304.12.1 Excluded uses**

If a use is not expressly permitted in a zoning district, it is prohibited.

#### **304.12.2 New uses**

As commerce and technology evolve, new types of land uses will develop and forms of land use not anticipated may seek locations in the township. To provide for such contingencies, the Zoning Administrator is empowered to consider the appropriateness of an undefined use in a certain zoning district through the administrative review process. Approval criteria include:

- Impacts of the use, including externalities and use of public services and infrastructure,
- The use is similar in nature and impact to a use listed and defined as a permitted use in that zoning district.
- The use is not similar in nature and impact to a use defined and listed as a prohibited use in that zoning district, or prohibited in the district but permitted in a different district.
- The use conforms to the intent of the zoning district and all applicable plans.
- The interpretation does not lower the protection afforded to the public by zoning requirements.
- The use does not have the potential to create a dynamic that would harm the vitality or future development potential of surrounding commercial, industrial and residential areas.

Performance standards and conditions that apply to uses similar in nature and impact are also considered.

If the Zoning Administrator finds the proposed land use is not appropriate for the district, the applicant may appeal the decision to the Board of Adjustment within 30 days of determination.

#### **304.12.3 Nonconforming uses**

Nonconforming uses are addressed in the zoning resolution.

#### **204.12.4 Other zoning districts**

When a zoning district is not specified for a certain use, uses, districts where the use is permitted, and conditions that apply to the use, are detailed in the township zoning resolution. All other requirements of the US 20 corridor zoning resolution, such as restrictions for mechanical commercial uses, site planning requirements, architectural requirements and any other requirements still apply.

## **305 Residential uses**

### **305.1 Boarding and rooming house**

#### **305.1.2 Definition**

Boarding and rooming house: building used to accommodate, for compensation (money, services, and other things of value), four or more boarders or roomers, not including the occupant's immediate family members who may be occupying the building.

#### **305.1.3 Permitted locations**

Boarding and rooming houses are prohibited in all zoning districts.

### **305.2 Dwelling (general)**

#### **305.2.2 Definition**

Dwelling: building used exclusively for residential occupancy and for permitted accessory uses, including single family dwellings, two-family dwellings and multi-family dwellings. The term does not include hotels, motels, tents, vehicles, or other structures designed or used primarily for temporary occupancy. Any dwelling is considered a principal building.

#### **305.2.4 Conditions**

(This section is a placeholder for future standards.)

### **305.3 Dwelling, live-work**

#### **305.3.2 Definition**

Live-work dwelling -- dwelling where a home occupation may occupy ≤50% of the floor area.

#### **305.3.3 Permitted locations**

(This section is a placeholder for future standards.)

### **305.4 Dwelling, manufactured**

#### **305.4.2 Definition**

Manufactured dwelling: transportable, single-family dwelling unit built on a permanent chassis with attached undercarriage with springs, axles, wheels and hubs, suitable for year-round occupancy and incorporating the same water supply, waste disposal and electrical conveniences as a site built dwelling unit, and may or must not be attached to a permanent foundation.

#### **305.4.3 Permitted locations**

(This section is a placeholder for future standards.)

### **305.5 Dwelling, single family attached**

#### **305.5.2 Definition**

Single family attached dwelling: single-family dwelling attached to one or more dwellings, with each dwelling on its own lot.

#### 305.5.3: Permitted locations

(This section is a placeholder for future standards.)

### **305.6 Dwelling, single family detached**

#### 305.6.1 Definition

Single family detached dwelling: building containing a single dwelling unit not attached to any other dwelling or building .

#### 305.6.2: Permitted locations

(This section is a placeholder for future standards.)

Single family detached dwelling

### **305.7 Dwelling, temporary**

#### 305.7.2 Definition

Temporary dwelling: single family detached dwelling, usually a mobile home, used to provide housing for the property owner or tenant during the reconstruction of a dwelling on the parcel.

#### 305.7.3 Permitted locations and duration

(This section is a placeholder for future standards.)

### **305.8 Dwelling, two family**

#### 305.8.2 Definition

Two family dwelling: building containing two contiguous dwelling units.

#### 305.8.3 Permitted locations

(This section is a placeholder for future standards.)

### **305.9 Group home**

#### 305.9.1 Intent

Group homes are a necessary use serving a vital function in the community. However, their concentration in certain areas can have a perceived adverse affect on an area. Careful review of proposed group homes is necessary to ensure they are compatible with the residential character of the surrounding area, and a welcome addition to the Town.

#### 305.9.2 Definition

Group home: residence operated as a single dwelling, licensed or operated by a governmental agency, providing special care or rehabilitation due to homelessness, physical condition or illness, mental condition or illness, elderly age or social, behavioral or disciplinary problems, where authorized supervisory personnel are on the premises.

#### 305.9.3 Permitted locations

(This section is a placeholder for future standards.)

#### 305.9.4 Conditions

(This section is a placeholder for future standards.)

### 306 Commercial and retail uses

#### 306.1 Adult oriented use

##### 306.1.1 Intent

The right to possess and distribute sexually oriented materials and present and see sexually oriented entertainment is protected by the First Amendment. However, the agglomeration, inappropriate placement or inadequate regulation of adult uses can affect the mix of people and businesses attracted to an area, and create a de facto “red light district.”

The intent of these requirements is to:

- Regulate adult oriented uses to promote the health, safety, morals, and general welfare of the township.
- Protect a semi-rural environment, and the potential to attract high quality commercial development that is not sexually oriented.
- Prevent the creation of an environment that would potentially affect the reputation and character of the township, and thus discourage residents and non-adult oriented businesses from locating in the township.
- Apply fair, uniform standards that allow sexually oriented businesses in locations where their presence will cause no detrimental secondary effects.

These requirements are not intended to:

- Impose limitations or restrictions on the content of any communicative materials, including sexually oriented materials.
- Restrict or deny access by adults to sexually oriented materials protected by the First Amendment.
- Deny access by the distributors and exhibitors of sexually oriented entertainment to their intended market.
- Condone or legitimize the presentation and distribution of sexually oriented entertainment and material.

##### 306.1.2 Definitions

Adult oriented use: business where the principal use, or a significant adjunct to another use of the property, is the offering or display of live entertainment, dancing or material distinguished or characterized by its emphasis on depicting, exhibiting, describing or relating to “specified sexual activities” or “specified anatomical areas” as the primary attraction to the premises. This includes, but is not limited to: adult book stores, adult novelty and gift shops, adult video rental, adult video and movie arcades, adult photo studios, adult cabaret (gentlemen’s club, topless bar, strip joint, go-go club), adult hotels and motels (no-tell motels), and adult motion picture theaters.

This does not include uses that are technically illegal under local and state law, including but not limited to body rub salons and massage parlors and therapists offering massages of “specified anatomical areas” or “hand release,” brothels and sexual encounter establishments, and escort agencies. Such uses are prohibited.

Specified anatomical areas: includes:

- Human genitals, pubic region, buttocks, anus, or female breast below a point immediately above the top of the areola; or

- Human male genitals in a discernibly turgid state, even if completely and opaquely covered.

Specified sexual activities: includes:

- Fondling or other intentional touching of human genitals, pubic region, buttocks, anus, or female breasts;
- Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation, or sodomy;
- Masturbation, actual or simulated;
- Human genitals in a state of sexual stimulation, arousal or tumescence;
- Excretory functions as part of or in connection with any activities in this subsection.

#### 306.1.3 Permitted locations

- Adult oriented uses are considered in the CC-2 district subject to conditional use permit review.
- Adult oriented uses must be  $\geq 1000'$  (305 m) from the boundary of any residential zone district (whether inside or outside the town), structure occupied as a residence, public park or playground, child care center, place of worship or assembly, or school; and  $\geq 2000'$  (610 m) from another adult oriented use. The subsequent location of any above mentioned non-adult uses or zones to  $\leq 750'$  (230 m) of a legally established sexually oriented business will not render it nonconforming.

#### 306.1.4 Conditions

- Adult oriented uses may display only one sign, attached on the building exterior, with the establishment name only. Signs or displays depicting "specified anatomical areas" or "specific sexual activities" must not be displayed on the building, or inside the building where they would be visible outside.
- Entries and windows must be placed or screened to prevent the interior from being viewed from outside the establishment.
- Adult oriented uses must conform to site planning, architectural design and landscaping rules that are applicable to other businesses in the underlying zoning and overlay district, regardless of "tradition" or the proprietor's preferences.
- All improvements on the site, and all parts of the building, including signage, awnings, and other exterior embellishments, must not be in fluorescent, garish, excessively vivid or bright primary colors.

### 306.2 Art studio - performing

#### 306.2.2 Definition

Performing art studio: space used for the instruction, practice and performance of music, dance, acting, film production, and other related performing arts.

#### 306.2.3 Permitted locations

Performing art studios are permitted by right in the CC-1, CC-2 and CC-3 districts.

### 306.3 Art studio - visual

#### 306.3.2 Definition

Visual art studio: place used by artists and craftspeople in the creation, display and sale of their work, including painting, photography, sculpture, ceramics and other related visual arts and crafts. The term does not include adult oriented uses.

#### 306.3.3 Permitted locations

Visual art studios are permitted by right in the CC-1, CC-2 and CC-3 districts.

### 306.4 Bakery, retail

#### 306.4.2 Definition

Retail bakery - retail business where bread, pastries, cake, pies and similar baked goods are sold for consumption by the final customer at home, whether or not final baking occurs on-site. A retail bakery does not include a commercial bakery, where  $\geq 50\%$  of the goods produced on-site are sold off-site.

#### 306.4.3 Permitted locations

Retail bakeries are permitted by right in the CC-2 and CC-2 districts.

### 306.5 Bank

#### 306.5.2 Definition

Bank -- branch of a financial institution granted a charter under the Florida Comptroller's Office Division of Banking as a state-chartered bank, savings and loan, or credit union. A bank does not include a check cashing or payday loan establishment, loan or mortgage broker, stock broker or other financial institution without a state bank charter. A bank may include automatic teller machines, but an automatic teller machine alone is not considered a bank.

#### 306.5.3 Permitted locations

Banks are permitted by right in the CC-2 and CC-3 districts.

### 306.6 Bar, tavern

#### 306.6.2 Definition

Bar or tavern: establishment dispensing alcoholic beverages for on site consumption, where food service is secondary.

#### 306.6.3 Permitted locations

Bars and taverns are permitted by right in the CC-2 and CC-3 districts.

### 306.7 Billboard, off-premises sign

#### 306.7.1 Intent

Billboards produce revenue to the property owner as a land use as compared to on-premises signs which, in themselves, do not produce revenues but are incidental to a revenue-producing land use. On streets that serve as access to commercial business establishments, off-premises signs compete with on-premises signs for the traveler's attention. Other forms of advertising subsidize a product or service, such as newspapers, radio and television broadcasts, and Web sites; billboards do nothing but appropriate common airspace and destroy common vistas to advertise a product or business, usually located outside the township. On-premises signs serve a beneficial purpose of business identification, while billboards serve no beneficial purpose to the township; there is no demonstrated need for their presence.

#### 306.7.2 Definition

Billboard or off-premises sign: sign advertising a business, product, person, service or activity not related to the lot where the sign is placed.

#### 306.7.3 Permitted locations

Billboards are prohibited in all zoning districts.

#### 306.7.4 Conditions

- Existing billboards are to be considered a primary use rather than an accessory use. Existing billboards are prohibited as an accessory or accessory use.
- A business license is required for each existing billboard, like any other revenue generating business.

### **306.8 Broadcast studio**

#### **306.8.2 Definition**

Broadcast studio: facility used for producing and transmitting radio and television programs, with related studios and offices. The term does not include a broadcasting antenna and/or tower.

#### **306.8.3 Permitted locations**

- Broadcast studios are considered in the CC-1 district subject to conditional use permit review.
- Broadcast studios are permitted by right in the CC-3 district.

### **306.9 Campground, recreational vehicle park**

#### **306.9.2 Definition**

Campground or recreational vehicle park: a site intended for temporary living accommodation for recreational, camping and travel use including, but not limited to, travel trailers, truck campers, camping trailers and self-propelled motor homes.

#### **306.9.3 Permitted locations**

Campgrounds and recreational vehicle parks are prohibited in all zoning districts, excepting designated camping areas at public parks or where permitted by the zoning resolution. "Boondocking," or using a parking lot for overnight camping, is prohibited in all zoning districts.

### **306.10 Convenience store**

#### **306.10.2 Definition**

Convenience store: retail store with  $\leq 5,000'2$  (460 m<sup>2</sup>) of gross floor area which sells everyday goods and services which may include food products, groceries, over-the-counter drugs and sundries.

#### **306.10.3 Permitted locations**

- Convenience stores without gasoline sales are permitted by right in the CC-2 and CC-3 districts.
- Convenience stores with gasoline sales are considered in the CC-2 district subject to conditional use permit review and restrictions for location of mechanical commercial uses.
- Convenience stores with gasoline sales are permitted in the CC-3 district by right, subject to restrictions for location of mechanical commercial uses.

### **306.11 Club, lodge**

#### **306.11.2 Definition**

Club or lodge -- organization of persons for special purposes or for the promulgation of sports, arts, literature, politics or other common goals, interests or activities, characterized by membership qualifications, dues or regular meetings. Clubs and lodges do not include clubs operated for profit and/or places of worship or assembly.

#### **306.11.3 Permitted locations**

- Clubs and lodges are permitted by right in the CC-1 district.
- Clubs and lodges are considered in the CC-2 and CC-3 districts subject to conditional use permit review.

### **306.12 Day care center, child**

#### **306.12.2 Definition**

Child day care center: facility maintained for the whole or part of a day for the care children younger than 16 years old that are not related to the owner, operator or manager, whether such facility is operated with or without compensation for such care and with or without stated educational purposes.

A child day care center includes, but is not limited to, facilities commonly known as day-care centers, day nurseries, nursery schools, preschools, play groups, day camps, and summer camps. Child day care centers are also those facilities for children younger than six years old with stated educational purposes which are operated in conjunction with a public, private or parochial college or a private or parochial school, excepting such programs operated as part of a public, private or parochial elementary school with six grades or more.

#### 306.12.3 Permitted locations

Child day care centers are permitted by right in the CC-1, CC-2 and CC-3 districts.

### 306.13 Day care center, elderly

#### 306.13.2 Definition

Elderly day care center: home in a place of residence of a family or person for the daytime care, protection and supervision of up to four people  $\geq 60$  years old, who are not related to the caretakers, for more than two full days per week.

#### 306.13.3 Permitted locations

- Elderly day care centers are permitted by right in the CC-1 district.
- Elderly day care centers are considered in the CC-2 and CC-3 districts subject to conditional use permit review.

### 306.14 Day labor agency

#### 306.14.1 Intent

Day labor agencies provide an essential service to unskilled or economically disadvantaged men and women seeking employment, and to businesses that need labor at a short notice for limited assignments. However, the presence of a day labor agency can affect the mix of people and businesses attracted to an area, warding off medium to high end businesses that are essential to create and maintain a vibrant commercial area.

#### 306.14.2 Definition

Day labor agency: agency providing temporary labor services for agricultural, construction, maintenance, landscaping, food service or industrial trades; or other physically intensive work.

#### 306.14.3 Permitted locations

Day labor agencies are considered in the CC-3 districts subject to conditional use permit review.

### 306.15 Dog day care facility

#### 306.15.2 Definition

Dog day care facility: service where supervised groups of dogs can socialize and play for all or part of a day. Secondary services at dog day care facilities may also include obedience classes, training, grooming, behavioral counseling and/or overnight boarding.

#### 306.15.3 Permitted locations

Dog day care facilities are considered in the CC-1, CC-2 and CC-3 districts subject to conditional use permit review.

#### 306.15.4 Conditions

- Buildings used for dog day care and boarding services must be completely enclosed and soundproof.
- Play yards and runs must be  $\geq 200'$  or more from a residential zone district, and must be completely screened by a solid, soundproof screening material 6' (1.8 m) to 8' (2.4 m) high.
- Potentially offensive odors must not be detectable off the site.

### **306.16 Entertainment facility, theater**

#### **306.16.2 Definition**

Entertainment facility or theater: building or part of a building devoted to showing motion pictures or dramatic, musical or live performances.

#### **306.16.3 Permitted locations**

Entertainment facilities and theaters are permitted by right in the CC-3 zoning district.

### **306.17 Farm product sales**

#### **306.17.2 Definition**

Farm product sales: outdoor activity involving sale of food or plant products grown on the premises, if the activity is in an agricultural zoning district; or customarily involving growers from throughout a region selling food or plant products they have grown, if the activity is in another zoning district where the use is permitted.

#### **306.17.3 Permitted locations, time and duration**

- Farm product sales of food or plant products grown on the premises are permitted by right in a “roadside stand” environment in the CC-1, CC-2 and CC-3 districts.
- Farm product sales in a “farmer’s market” environment is permitted by right at places of worship, schools and community facilities in the CC-1, CC-2 and CC-3 districts, for ≤14 days a year.
- Farm product sales at a farmer’s market are considered in the CC-2 and CC-3 districts subject to conditional use permit review.

### **306.18 Flea market**

#### **306.18.1 Definition**

Flea market: indoor or outdoor activity involving the sale of used merchandise customarily involving tables or space leased or rented to vendors.

#### **306.18.2 Permitted locations, time and duration**

- Flea markets are considered in the CC-3 district subject to conditional use permit review.
- Flea markets are intended to be interim uses. Conditional use approval for flea markets expires after one year; and must not be re-approved after three consecutive years of operation.

### **306.19 Food catering**

#### **306.19.2 Definition**

Food catering: business where the principal use is the preparation of food and meals on the premises, which are delivered to another location for consumption.

#### **306.19.3 Permitted locations**

Food catering is permitted by right in the CC-2 and CC-3 districts.

### **306.20 Funeral home**

#### **306.20.2 Definition**

Funeral home: building used for preparing the deceased for burial or cremation, displaying the deceased and/or related ceremonies or services related, including cremation and the storage of caskets, funeral urns, funeral vehicles and other funeral supplies.

#### **306.20.3 Permitted locations**

Funeral homes are considered in the CC-1, CC-2 and CC-3 districts subject to conditional use permit review.

### **306.21 Gas station**

#### **306.21.2 Definition**

Gas station: facility where gasoline or other petroleum products or fuels are sold and light maintenance activities such as engine tune-ups, lubrication, minor repairs and carburetor cleaning may be conducted. A gas station may include “co-branded” uses such as a car wash, convenience store and/or fast food restaurant. The term does not include truck stops and travel plazas; or facilities where heavy maintenance activities such as engine overhaul, painting and collision work are conducted.

#### **306.21.3 Permitted locations**

- Gas stations are considered in the CC-2 district subject to conditional use permit review.
- Gas stations are permitted by right in the CC-3 district.
- Gas stations are subject to restrictions for location of mechanical commercial uses.

### **306.22 Grocery store**

#### **306.22.2 Definition**

Grocery store: retail business primarily selling food and other convenience and household goods.

#### **306.22.3 Permitted locations**

- Grocery stores are permitted by right in the CC-3 district.
- Gas pumps and vehicle service areas at grocery stores are subject to subject to restrictions for location of mechanical commercial uses.

### **306.23 Indoor recreation facility**

#### **306.23.2 Definition**

Indoor recreation facility: establishment providing facilities for guests for exercise, relaxation, amusement or sport, and amenities that are secondary to the recreational use. The term include gymnasiums, health clubs, bowling alleys, pool halls, video arcades, shooting ranges, and related recreational uses. The term excludes facilities used by or under direct supervision and control of licensed medical personnel placed in a medical facility, facilities in athletic departments of schools, facilities of professional sports teams, and resident-only facilities in clubhouses of housing developments.

#### **306.23.3 Permitted locations**

Indoor recreation facilities are permitted by right in the CC-3 district.

### **306.24 Instructional facility**

#### **306.24.2 Definition**

Instructional facility: establishment offering specialized instruction in such subjects as a trade, martial arts or business.

#### **306.24.3 Permitted locations**

Instructional facilities are permitted by right in the CC-1, CC-2 and CC-3 districts.

### **306.25 Kennel**

#### **306.25.2 Definition**

Kennel: facility where the overnight boarding of dogs, cats or other household pets; and/or breeding of household pets, is conducted as a business.

#### 306.25.3: Permitted locations

Kennels are considered in the CC-1 district subject to conditional use permit review. Keeping a large number of pets will require special attention to determine that determine if they will have an adverse affect on the surrounding area, and that the pets are kept in a humane environment.

#### 306.25.4 Conditions

- The kennel operator is a “hobby breeder,” breeding occasional litters (two a year per unsprayed female) only to supply pets to individual owners at minimal profit (not pet stores, wholesalers, laboratories or “bunchers”); or a legitimate animal rescue operation that works to rehabilitate and rehome pets.
- “Puppy mills” and “cat mills,” where pets are bred solely for profit, are prohibited.
- Animals must be kept in a clean, safe and humane environment.
- Animals must be considered and treated not as mere breeding stock, but as an integral part of their human host family.
- Noise and odor must not be more significant than what would be expected for a “normal” resident with a companion animal.
- Pet owners may have up to two litters for every unaltered female pet at a residence per year.
- Pets <26 weeks old are not included in the overall count of pets at a residence.

### 306.26 Large item sales and rental - class 1

The following requirements for “Large item sales and rental” (Class 1, 2 and 3) apply to retail businesses that tend to store most of their inventory outdoors.

#### 306.26.2 Definition

Class 1 large item sales and rental: use of any building, land area or other premises for display and sale, lease or rental of the following:

- Vehicles with a gross vehicle weight of <7,500 pounds that are intended for sale to the general consumer market. This includes automobiles, vans, light trucks, and sport utility vehicles, but not golf carts.
- Motorcycles and dirt bikes.
- Personal water craft, kayaks, canoes and rowboats.
- Small off-road vehicles, including all terrain vehicles, dune buggies and four-wheelers.
- Automobile, truck and motorcycle parts, accessories and aftermarket items (stores specializing in the sales of such items).

#### 306.26.3 Permitted locations

- Class 1 large item sales and rental uses are considered in the CC-2 district, subject to conditional use permit review.
- Class 1 large item sales and rental uses are permitted by right in the CC-3 district.
- Class 1 large item sales and rental uses are subject to restrictions for location of mechanical commercial uses.
- Outdoor storage of inventory, and repair work or other repair service conducted as an accessory use, is considered subject to the site plan review process.
- The unattended display of large items for sale in the public right-of-way, undeveloped parcels, or other private property that has not been approved for large item sales and rental, is prohibited in any district.

#### 306.26.4 Conditions

Outdoor storage of class 1 large items is subject to general performance standards regarding outdoor storage and display.

### **306.27 Large item sales and rental - class 2**

#### **306.27.2 Definition**

Class 2 large item sales and rental - use of any building, land area or other premises for display and sale, lease or rental of the following:

- Boats.
- Home spas and hot tubs (indoor sales/display excepted).
- Golf carts.
- Bulk lumber and bricks, in a screened storage area.
- Landscaping materials, in a screened storage area.
- Small portable buildings, sheds, garages, gazebos, decks, and other pre-fabricated structures (not mobile homes), as an incidental accessory use.
- Pottery, statues, fountains and similar items, displayed or stored outdoors.
- Accessories related to the above items.

#### **306.27.3 Permitted locations**

- Class 2 large item sales and rental uses are considered in the CC-3 district, subject to conditional use permit review.
- Class 2 large item sales and rental uses are subject to restrictions for location of mechanical commercial uses.
- Outdoor storage of inventory, and repair work or other repair service conducted as an accessory use is considered subject to the site plan review process.
- \*The unattended display of large items for sale in the public right-of-way, undeveloped parcels, or other private property that has not been approved for large item sales and rental, is prohibited in all zoning districts.

#### **306.27.4 Conditions**

Outdoor storage of class 2 large items is subject to general performance standards regarding outdoor storage and display.

### **306.28 Large item sales and rental - class 3**

#### **306.28.2 Definition**

Class 3 large item sales and rental -- use of any building, land area or other premises for display and sale, lease or rental of the following:

- Large vehicles with a gross vehicle weight of  $\geq 10,000$  pounds that are generally not intended for sale to the general consumer market. This includes flatbed and workbed trucks, buses, tractor trailers, dump trucks, yard trucks, and similar vehicles.
- Trailers, tow dollies, and any equipment or machinery designed to be towed by a vehicle.
- Moving vans, trucks and trailers.
- Construction, land clearing, hauling, earth moving, drilling, aerial lift and heavy equipment.
- Forklifts, bobcats, trenchers, boom lifts, man lifts, and similar items.
- Air compressors, generators, mobile pumps, and similar items.
- Farming, agricultural and arborist equipment.
- Recreational vehicles, including motor homes, motor coaches, travel trailers, fifth wheels, fold down trailers, camper trailers, and similar items.
- Truck caps, lids, campers, camper shells, cargo extensions, cargo covers, tonneau covers, plows, racks, bed liners, and similar items.
- Small portable buildings, sheds, garages, gazebos, decks, and other pre-fabricated structures (not mobile homes).
- Prefabricated and above-ground swimming pools.
- Bulk mulch, wood chips, soil, fill dirt, peat, gravel, rocks, sand and similar items.
- Bulk construction materials.

- Scaffolding.
- Pallets.
- Accessories related to the above items.

Heavy equipment rental, an example of a Class 3 large item sales and rental establishment.

#### 306.28.3 Permitted locations

Class 3 large item sales and rental uses are prohibited in the US 20 corridor area.

#### 306.28.4 Conditions

- Outdoor storage of class 3 large items is subject to general performance standards regarding outdoor storage and display.
- Class 3 items must be presented and stored in a way that minimizes their visual impact. Extending vertical elements on fruit pickers, cranes, truck mounted cement pumps and other equipment must be kept lowered.

(This section is a placeholder for future standards for a township-wide zoning resolution.)

### 306.29 Lodging establishment

#### 306.29.2 Definition

Lodging establishment: hotel, motel, guest house or other facility providing transient accommodations to the public. Accessory uses may include meeting and banquet rooms, restaurants, bars, swimming pools, and other amenities typically found at hotels and motels.

#### 306.29.3 Permitted locations

Lodging establishments are permitted by right in the CC-3 district.

#### 306.29.4 Conditions

- Lodging establishments are not intended for hourly or long term residence. Guests may stay  $\leq 60$  consecutive days, and cannot stay on the premises for  $\geq 50\%$  of a one year period.
- A room cannot be rented out more than once in a 24 hour period.

### 306.30 Lodging establishment - bed and breakfast inn

#### 306.30.2 Definition

Bed and breakfast inn -- owner occupied single family residence used as a lodging establishment.

#### 306.30.3 Permitted locations

- Bed and breakfast inns are permitted by right in the CC-1, CC-2 and CC-3 districts.

#### 306.30.4 Conditions

- Bed and breakfast inns are not intended for long term residence. Guests may stay up to seven consecutive days, and cannot stay on the premises  $\geq 10\%$  of a one year period.
- Five or fewer rooms at bed and breakfast inns may be rented out for overnight accommodation. Up to three occupants in a room are allowed.
- One or two people that do not live at the home may be employed at the bed and breakfast inn.
- Food service at bed and breakfast inns is limited to breakfast, brunch and lunch for paying guests only.
- The time and frequency of receptions, private parties and similar events at bed and breakfast inns are considered in the special review process, based on the inn's location and size.

### 306.31 Medical office

#### 306.31.2 Definition

Medical office: clinic or office whose primary occupant is one or more licensed practitioners offering medical, dental, optical, chiropractic, psychological, psychiatric or physical rehabilitation services to patients on the premises.

#### 306.31.3 Permitted locations

- Medical offices are permitted by right in the CC-1, CC-2 and CC-3 districts.
- Medical offices offering these services are considered in the CC-1, CC-2 and CC-3 districts subject to conditional use permit review. Such uses must be placed  $\geq 500'$  (155 m) from residential zoning districts, and  $\geq 2000'$  (610 m) from similar uses.
  - Substance abuse and dependency treatment and rehabilitation
  - Maintenance treatment using methadone or similar drugs
  - Opiate detoxification
  - Commercial blood or plasma collection

#### 306.31.4 Conditions

Medical offices are not hospitals, and are not intended for inpatient treatment and overnight stay.

### 306.32 Mini-storage facility

#### 306.32.2 Definition

Mini-storage facility: facility where secured areas in a structure are rented to individuals only for short-term storage of household items (excluding vehicles) and other non-hazardous, non-perishable durable goods.

#### 306.32.3 Permitted locations

Mini-storage facilities are prohibited in the US 20 corridor area.

#### 306.32.4 Conditions

- Uses not related to the short-term storage of household items and non-hazardous, non-perishable durable goods are prohibited at mini-storage warehouses. This includes automobile, boat, vehicle and heavy equipment storage; storage of hazardous items, perishable goods or animals; and use as a residence, office, workshop, studio or band rehearsal area.
- A dwelling occupied by the owner or on-site manager is permitted as an accessory use to a mini-storage warehouse.

(This section is a placeholder for future standards for a township-wide zoning resolution.)

### 306.33 Nightclub

#### 306.33.2 Definition

Nightclub: bar or tavern where live entertainment is provided more than twice a week, and/or a dance floor is a prominent feature.

#### 306.33.3 Permitted locations

Nightclubs are permitted by right in the CC-3 district.

### 306.34 Mobile home sales

#### 306.34.2 Definition

Mobile home sales establishment: commercial use where manufactured housing is bought, sold or traded, and assembled or disassembled manufactured homes are kept on the site for sale or display.

#### 306.34.3 Permitted locations

Mobile home sales establishments are prohibited in the US 20 corridor area.

### **306.35 Parking lot (as principal use)**

#### **306.35.2 Definition**

Parking lot: area where vehicles are kept on a daily, overnight, or temporary basis; not including the storage of wrecked, impounded or abandoned vehicles, vehicle parts, or vehicle repair.

#### **306.35.3 Permitted locations**

Parking lots as a principal use are prohibited in the US 20 corridor area.

#### **306.35.4 Conditions**

A parking lot may be a principal land use only to provide supplemental or overflow parking for a use ≤500' (155 m) from the lot, which is permitted in the same zoning district as the parking lot site.

(This section is a placeholder for future standards for a township-wide zoning resolution.)

### **303.36 Party center**

#### **303.36.2 Definition**

Party center or banquet hall: a facility providing rental space for private events such as banquets and wedding receptions, where access to the general public is restricted, and meals are not served on a daily basis.

#### **303.36.3 Permitted location**

Party centers are permitted by right in the CC-3 district.

### **306.37 Personal or business service shop**

#### **306.37.2 Definition**

Personal or business service shop: shop primarily engaged in providing services generally involving care a person's apparel or appearance, or rendering services to business establishments. Such uses include laundry or dry cleaning retail outlets, portrait/photographic studios, beauty or barber shops, employment services (excluding day labor), dog grooming shops, or mailing or copy shops.

#### **306.37.3 Permitted locations**

Personal or business service shops are permitted by right in the CC-2 and CC-3 districts.

### **306.38 Plant nursery, greenhouse**

#### **306.38.2 Definition**

Plant nursery and greenhouse: land and/or structure used primarily to raise trees, shrubs, flowers or other plants for sale or for transplanting and may include the sale of nonliving landscape and decorating products.

#### **306.38.3 Permitted locations**

Plant nurseries and greenhouses are permitted by right in the CC-1, CC-2 and CC-3 districts.

### **306.39 Print shop**

#### **306.39.2 Definition**

Print shop: use where the principal business is duplicating and printing services using photocopy, blueprint or offset printing equipment, and may include the collating of booklets and reports.

#### **306.39.3 Permitted locations**

Print shops are permitted by right in the CC-2 and CC-3 districts.

### **306.40 Professional office**

#### **306.40.1 Definition**

Professional office - office for professionals such as lawyers, architects, engineers, designers, real estate brokers, insurance salespeople, accountants, or others qualified to provide professional services. A professional office does not include storage or sale of merchandise; or medical offices, unless the practice serves  $\leq 20$  patients in a day.

#### **306.40.2 Permitted locations**

Professional offices are permitted by right in the CC-1, CC-2 and CC-3 districts.

### **306.41 Restaurant - fast food**

#### **306.41.2 Definition**

Fast food restaurant - use where the principal business is the sale of food and beverages to customers in a ready-to-consume state, where food and beverages are usually ordered at a counter or by telephone, and usually served in edible or disposable containers.

#### **306.41.3 Permitted locations**

Fast food restaurants are permitted by right in the CC-3 district.

### **306.43 Restaurant - sit down**

#### **306.43.2 Definition**

Sit-down restaurant: use where the principal business is the sale of food and beverages to customers in a ready-to-consume state, where customers are served food and/or beverages by a restaurant employee at the same table or counter at which the items are consumed. Coffee houses where customers order at a counter are considered sit down restaurants.

#### **306.43.3 Permitted locations**

Sit down restaurants are permitted by right in the CC-2 and CC-3 districts.

#### **306.43.4 Conditions**

Fermented malt beverages may be produced for consumption on the premises as an accessory use (brewpubs, picobreweries), if the principal business remains the sale of food. Limited production of fermented malt beverage for sale and/or distribution off the premises may be considered subject to the conditional use permit process.

### **306.43 Retail store**

#### **306.43.2 Definition**

Retail store: establishment devoted to the sale or rental of goods or merchandise to the public for personal or household consumption or to services incidental to the sale or rental of such goods or merchandise.

#### **306.43.3 Permitted locations**

Retail stores are permitted by right in the CC-2 and CC-3 district.

Businesses offering these services are considered in the CC-2 and CC-3 districts subject to conditional use permit review. Such uses must be placed  $\geq 500'$  (155 m) from residential zoned property and  $\geq 2000'$  (610 m) from similar uses.

- Check cashing and personal loan services - business that provides limited financial services to individuals, such as check cashing, deferred deposit and payday loans, and other short term loans.

- Pawn shop - business that loans money on the security of personal property and/or automobiles; and sells unclaimed property.
- Rent-to-own - business that rents or leases of durable household items such as furniture, appliances, and electronics.

#### **306.44 Travel plaza, truck stop**

##### **306.44.1 Intent**

Travel plazas serve an essential role in America's well developed transportation network. However, modern travel plazas are designed and operated in a way that may be incompatible with the semi-rural character and design regulations of the township. Externalities generated by travel plazas cause major disruption to the area around them, even when carefully regulated and buffered. Towering high-rise pylon signs, an undesirable blight and an unwanted intrusion into a shared visual landscape, are trademarks of travel plazas. Bright lights mounted on tall poles illuminate acres of paved parking, with little or no landscaping, for idling "big rigs." The daily traffic and noise from hundreds of large trucks will be added to the already intense heavy truck traffic on major roads.

##### **306.44.2 Definition**

Travel plaza or truck stop: use primarily engaged in the maintenance, servicing, storage, parking or repair of commercial vehicles, including the sale of motor fuels or other petroleum products, and the sale of accessories or equipment for trucks and similar commercial vehicles. A travel plaza or truck stop may also include overnight accommodations, showers, restaurant facilities, game rooms, and/or other diversions intended primarily for the use of truck crews and interregional travelers.

##### **306.44.3 Permitted locations**

Travel plazas and truck stops are prohibited in the US 20 corridor area.

#### **306.45 Vehicle auction facility**

##### **306.45.1 Intent**

Vehicle auction facilities are typically designed and operated in a way that is incompatible with the desired character of the US 20 corridor, and the design rules. Devoting a large parcel of commercial land to a business that does not cater to the public, with a site with a broad expanse of parking with little or no landscaping or other amenities, creates a dynamic that can potentially ward off quality retail businesses, and deter from the creation of vibrant commercial districts.

##### **306.45.2 Definition**

Vehicle auction facility. a use that auctions and/or sells motor vehicles to vehicle dealers and brokers, and not to the public.

##### **306.45.3 Permitted locations**

Vehicle auction facilities are prohibited in the US 20 corridor area.

#### **306.46 Vehicle minor repair**

##### **306.46.2 Definition**

Vehicle minor repair establishment: building where light vehicle maintenance activities such as engine tune-ups, lubrication, brake repair, air conditioning service, tire sales and installation, car washing, detailing, polishing or the like are conducted.

##### **306.46.3 Permitted locations**

- Vehicle minor repair is considered in the CC-2 and CC-3 districts, subject to conditional use permit review.
- Vehicle minor repair uses are subject to restrictions for location of mechanical commercial uses.

### **306.47 Veterinary clinic**

#### **306.47.2 Definition**

Veterinary clinic: facility maintained by or for the use of a licensed veterinarian in the diagnosis, treatment or prevention of diseases in dogs, cats or other comparable pets (companion animals).

#### **306.47.3 Permitted locations**

Veterinary clinics are permitted by right in the CC-1, CC-2 and CC-3 districts.

#### **306.47.4 Conditions**

- Facilities of a veterinary clinic, including treatment rooms, cages, pens, kennels and exercise runs, must be maintained in a completely enclosed, soundproof building.
- The sound level detectable at a property line is  $\leq 65$  decibels.
- There must not be any odor detectable at the property line.
- Veterinary clinics must not board any animal for any length of time except where necessary to provide surgical or other medical care to the animals.

### **307 Industrial uses**

#### **307.1 Composting facility**

##### **307.1.2 Definition**

Composting facility: site where decomposition processes are used on solid waste (including leaves, grass, manures and non-meat food production wastes received from residential, commercial, industrial non-hazardous and community sources, but not including bio-solids) to produce compost.

##### **307.1.3 Permitted locations**

Composting facilities are prohibited in the US 20 corridor area.

#### **307.2 Heavy industrial use**

##### **307.2.1 Intent**

Heavy industrial uses can create major disruption to the area around them, even when carefully regulated and buffered. Noise, odor, heavy vehicle traffic and/or unsightly conditions can be anticipated. Heavy industrial uses can have a disproportionately large impact on the township.

##### **307.2.2 Definition**

Heavy industrial use: use engaged in the basic processing and manufacturing of materials or products predominately from extracted or raw materials, or engaged in storage of, or manufacturing processes using flammable or explosive materials, or storage or manufacturing processes that may involve hazardous conditions. Heavy industry also includes work processes involving solvents, solid waste or sanitary waste transfer stations, recycling establishments, junkyards, and transport terminals (truck terminals, public works yards, container storage).

##### **307.2.3 Permitted locations**

Heavy industrial uses are prohibited in the US 20 corridor area.

#### **307.3 Junkyard**

##### **307.3.1 Intent**

Junkyards, automobile recycling facilities, scrap yards, and similar uses can create major disruption to the area around them, even when carefully regulated and buffered. Dust, dirt, noise and unsightly conditions can be anticipated.

#### 307.3.2 Definition

Junkyard: facility for display, storage, collection, processing, purchase, sale, salvage or disposal of used or scrap materials, equipment, appliances, junk vehicles or other personal property whether of value or valueless.

#### 307.3.3 Permitted locations

Junkyards are prohibited in the US 20 corridor area.

### 307.4 Light industrial use

#### 307.4.2 Definition

Light industrial use: manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, incidental storage, sales or distribution of such products. Light industrial uses include the manufacture of electronic instruments, preparation of food products, craft brewing, pharmaceutical manufacturing, research and scientific laboratories or the like. Light industrial uses do not include uses such as mining and extraction, petrochemical industries, rubber refining, motor vehicle and heavy equipment manufacturing, primary metal or related industries.

#### 307.4.3 Permitted locations

Light industrial uses are prohibited in the US 20 corridor area.

### 307.5 Research laboratory

#### 307.5.2 Definition

Research laboratory: building or group of buildings where facilities for scientific research, investigation, testing or experimentation are placed, but not facilities for the manufacture or sale of products except as incidental to the main purpose of the laboratory.

#### 307.5.3 Permitted locations

Research laboratories are considered in the CC-1 district, subject to conditional use permit review.

### 307.6 Trade use

#### 307.6.2 Definition

Trade use: business or occupation requiring specialized training in a manual or mechanical skill including, but not limited to, carpentry, plumbing, sheet metal, electrical, auto repair, heating, ventilation and air conditioning, furniture upholstery and precision machinery. A trade use also includes small custom industry, where goods are produced or repaired by hand, using hand tools or small-scale equipment.

#### 307.6.3 Permitted locations

- Trade uses are prohibited in the US20 corridor area.
- Certain trade uses are permitted by right CC-2 and CC-3 districts. The incidental trade may occupy ≤50% of the gross floor area of a retail use, and the objects produced must be sold in the same retail area. Permitted incidental trade uses include furniture crafting and upholstery, production of wood items intended for household use, art studios using equipment normally associated with mechanical trades such as plastic molding, sheet metal work and welding, and creation of “arts and crafts.”

### 307.7 Vehicle major repair

#### 307.7.2 Definition

Vehicle major repair establishment -- building where heavy maintenance activities such as engine overhauls, automobile/truck painting, body or fender work, welding or the like are conducted, without the sales of fuel, gasoline or petroleum products.

#### 307.7.3 Permitted locations

- Vehicle major repair is considered in the CC-3 district, subject to conditional use permit review.
- Vehicle major repair uses are subject to restrictions for location of mechanical commercial uses.

### 307.8 Vehicle storage facility

#### 307.8.2 Definition

Vehicle storage facility: a facility, which may include secured indoor or outdoor areas, intended for the short or long term storage of automobiles, light trucks, motorcycles, recreational vehicles, boats, camper trailers, commercial vehicles and commercial trailers; either in conjunction with a business not located on the site, or for compensation.

#### 307.8.3 Permitted locations

Vehicle storage facilities are prohibited in the US 20 corridor area.

### 307.9 Warehouse and distribution facility

#### 307.9.2 Definition

Warehouse and distribution facility: a use for storage, wholesale and distribution of manufactured products; including accessory offices or showrooms, and including incidental retail sales ( $\leq 10\%$  of the building gross floor area} but excluding bulk storage of materials that are inflammable or explosive or that create hazardous or commonly recognized offensive conditions; and where the products, supplies or equipment that are distributed from the facility are not used or consumed on the premises.

#### 307.9.3 Permitted locations

Warehouse and distribution facilities are prohibited in the US 20 corridor area.

## 308 Institutional and civic uses

### 308.1 Cemetery

#### 308.1.2 Definition

Cemetery: parcel used for the interring of dead humans or pets. A cemetery includes mausoleums, but not crematories or mortuaries.

#### 308.1.3 Permitted locations

- Cemeteries are considered in the CC-3 district, subject to conditional use permit review.
- Cemeteries are prohibited on parcels occupied by residences.

### 308.2 Community facility

#### 308.2.2 Definition

Community facility: publicly owned facility or building primarily intended to serve the community's recreational, educational, cultural, administrative, and/or entertainment needs. Community facility uses include police and fire stations, government administration buildings, community centers, pools, maintenance facilities, and related accessory uses.

#### 308.2.3 Permitted locations

Community facilities are considered in the CC-1, CC-2 and CC-3 districts, subject to conditional use permit review.

### **308.3 Community recreation facility, clubhouse**

#### **308.3.2 Definition**

Community recreation facility or clubhouse: facility owned and operated by the township or a homeowner's association that provides amenities such as meeting rooms, game rooms, swimming pools, gymnasiums, exercise rooms, and tennis or racquetball courts.

#### **308.3.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

### **308.4 Golf course**

#### **308.4.2 Definition**

Golf course: parcel configured for playing the game of golf, improved with tees, greens, fairways and hazards, with nine holes or more. It may also include a clubhouse with a restaurant and/or bar, practice area, driving range and other related accessory structures. A miniature golf course, intended for play exclusively with putters, is not considered a golf course.

#### **308.4.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

### **308.5 Hospital**

#### **308.5.2 Definition**

Hospital: any building whose primary use is the inpatient diagnosis, treatment and/or care of human ailments or diseases. This term includes primary care facilities, nursing homes, convalescent homes, clinics and similar facilities.

#### **308.5.3 Permitted locations**

Hospitals are considered in the CC-3 district, subject to conditional use permit review.

### **308.6 Park**

#### **308.6.2 Definition**

Park: parcel owned or operated by the town, county, state, homeowners association or not-for-profit organization, offering open space, athletic fields, gardens, playgrounds, trails and paths, and environmental interpretation facilities; for recreation, education and rest.

#### **308.6.3 Permitted locations**

Parks are permitted by right in all zoning districts.

### **308.7 Place of worship or assembly**

#### **308.7.1 Intent**

There is no doubt that churches, temples, synagogues, mosques and other places of worship play a positive role in their host communities.

Recent trends in organized religion include changes to the role churches play to their congregations and the communities as a whole. A modern church can unintentionally affect the built environment in less than desirable ways. Excessive traffic, parking, noise, special events, building scale and design,

and site design are some factors associated with churches that have an impact on the character of residential areas. By not generating weekday pedestrian traffic, and presenting the appearance of vacant space, the presence of a church in a shopping center or retail district can affect its dynamics and vibrancy, and deter retail establishments and restaurants.

Places of worship and assembly must be planned carefully, to ensure they have the same positive impact on the built environment as they do on the spiritual development and quality of life of its citizens.

#### **308.7.2 Definition**

Place of worship or assembly: building containing a hall, auditorium or other suitable rooms used for conducting religious or other services or meetings. Places of worship or assembly include churches, temples, synagogues, mosques and similar institutions, but not commercial endeavors or “outreach operations” such as rescue missions, homeless shelters, and social service agencies.

#### **308.7.3 Permitted locations**

Places of worship or assembly are considered in all districts subject to conditional use permit review.

#### **308.7.4 Conditions**

The following criteria will also be considered in determining special review approval for a place of worship, along with standard review criteria for special review uses.

- Traffic generation, parking and circulation, and the potential impact on surrounding areas.
- Building and site design, including architecture, landscaping, lighting, signage and other features.
- Building size and scale, and compatibility with surrounding existing and future land uses.
- Potential noise detectable at the property line.
- Accessory uses, including schools, day care, outreach programs, and offices for organizations directly related to the institution.
- Potential impact on the vitality of a commercial district, if applicable.
- If the use is the “highest and best use” of commercial or industrial land, if applicable.

Land use regulations are not intended to restrict or control the peaceful assemblage of those who share a common belief or faith. However, township regulations are also intended to preserve the bucolic character of its residential neighborhoods, and the vitality and viability of retail areas. Social groups, activity groups, spiritual development groups and organizational committees related to a congregation may meet in a congregant’s home without special use approval. Likewise, small gatherings of people for ceremonies that could be described as the equivalent of a religious service do not require special use approval. It is difficult to define a line that separates study groups, prayer groups, and social groups meeting in private residences, versus the use of a house as a church or synagogue. When such gatherings regularly have an impact on the surrounding area that exceeds what would normally be expected of a house, or changes the residential character of the home, the house could be considered a “place of worship,” and subject to the regulations above.

### **308.8 School**

#### **308.8.2 Definition**

School: a public, private, or parochial facility, certified by a state agency, that provides a curriculum of elementary, secondary and higher academic instruction, including kindergartens, elementary schools, junior high schools, middle schools, high schools, colleges and universities. The term does not include home schooling of children by parents or tutors at their residence.

#### **308.8.3 Permitted locations**

Schools are considered in the CC-1 district subject to conditional use permit review.

### **309 Temporary uses**

#### **309.1 Christmas tree lot**

##### **309.1.2 Definition**

Christmas tree lot: parcel temporarily used for the sale of cut Christmas trees and other holiday decorations.

##### **309.1.3 Permitted locations and duration**

Christmas tree lots are permitted by right in the CC-1, CC-2 and CC-3 districts. Christmas tree lots may operate only from the day after Thanksgiving until December 26

##### **309.1.4 Conditions**

Christmas tree lots may cover  $\leq 10\%$  of the permanent parking spaces on a site. Temporary parking or storage on landscaping or buffers is prohibited.

#### **309.2 Construction equipment storage lot**

##### **309.2.2 Definition**

Construction equipment storage lot: temporary use where vehicles, materials, equipment, sorted debris intended for recycling, and fill material accessory to a construction project is kept.

##### **309.2.3 Permitted locations and duration**

Construction equipment storage is permitted by right in all zoning districts.

##### **309.2.4 Conditions**

- The site is used exclusively for a project projects on that parcel, an adjacent parcel, or other parcels in the same subdivision. For road construction projects, a construction equipment storage lot must be placed on C-G and I-G zoned parcels adjacent to the road.
- The site must not be used as staging areas for off-site construction activity.
- All equipment is removed when construction is complete.
- On-site disposal of waste or scrap materials is prohibited.
- The area must be watered down as needed to prevent fugitive dust.
- Manufacturing activity, such as an asphalt hot-mix plant, concrete batch plant or rock crushing, must not be operated on the site.
- The site must be maintained in a neat, orderly fashion. Sorted debris to be recycled and fill must be covered to prevent fugitive dust and trash.
- The site must be reclaimed as close to its original condition as possible within 30 days after construction is complete.

#### **309.3 Construction field office**

##### **309.3.2 Definition**

Construction field office: site and structure, usually a portable building, used for temporary offices related to construction activity.

##### **309.3.3 Permitted locations and duration**

Construction field offices are permitted by right in all zoning districts. Construction field offices may be used for up to one year. The Zoning Administrator may approve an extension of one year on a written request that details reasons for the requested extension.

##### **309.3.4 Conditions**

- The office is used exclusively for a project on that parcel, an adjacent parcel, or other parcels in the same subdivision. For road construction projects, a construction field office may be placed on CC-1, CC-2, CC-3 and other commercial zoned land  $\leq 1000'$  (305 m) from the road.

- The site must be maintained in a neat, orderly fashion.
- Temporary structures must meet all setback requirements in the underlying zoning district.
- The site must be reclaimed as close to its original condition as possible within 30 days after construction is complete.

#### **309.4 Garage sale**

##### **309.4.2 Definition**

Garage sale: casual sale of new, used or secondhand items of personal property at a dwelling unit. The term also includes "yard sales," "tag sales," "porch sales," "lawn sales," "attic sales" "basement sales," "rummage sales," or any similar sale of tangible personal property at a dwelling unit.

##### **309.4.3 Permitted locations and duration**

Garage sales are permitted in all zoning districts, subject to zoning resolution requirements.

(This section is a placeholder for future standards for a township-wide zoning resolution.)

##### **309.4.4 Conditions**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

#### **309.5 Lot sales office**

##### **309.5.2 Definition**

Lot sales office: site and structure, usually a portable building, uses as a sales office for residential building lots.

##### **309.5.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

##### **309.5.4 Conditions**

- Once all other lots the owner intends to sell in a development are sold, the lot sales office must be removed.
- A lot sales office may be used to market lots only in the development where it is placed.

#### **309.6 Model home**

##### **309.6.2 Definition**

Model home: dwelling built and used by a builder to demonstrate construction quality, floor plans, styles, and amenities that are available in other new homes in the development. A model home may have areas furnished with a desk, development plan, promotional materials, elevation renderings, material and color samples, and other items for sales purposes.

##### **309.6.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

##### **309.6.4 Conditions**

- Once all other homes the builder intends to build in a development are sold, the model home must be placed on the market and sold as a residence.
- Model home may be used to market homes only in the development where they are placed.

### **309.7 Roadside vendor**

#### **309.7.2 Definition**

Roadside vendor: retail business conducted in the open air, a tent, a vehicle or a temporary structure; placed either in the public right-of-way or on private property.

#### **309.7.3 Permitted locations**

Roadside vendors are prohibited in all zoning districts.

### **309.8 Vehicle sales - off site**

#### **309.8.2 Definition**

Off-site vehicle sales: use of any building, land area or other premises for the display and sale or lease of new or used cars, trucks, boats, motorcycles or off-road vehicles; in a location normally not used for vehicle sales and rental.

#### **309.8.3 Permitted locations and duration**

- Off-site vehicle sales are considered in the CC-3 district subject to conditional use permit review.
- Two off-site vehicle sales events, sales, each up to two days long, in a one year period are allowed for a parcel.
- The unattended display of large items for sale in the public right-of-way, undeveloped parcels, or other private property that has not been approved for large item sales and rental, is prohibited.

#### **309.8.4 Conditions**

- Temporary parking on landscaping or buffer areas is prohibited.
- All signage and displays must conform to sign requirements.

### **310 Accessory uses**

#### **310.1 Animal - companion**

##### **310.1.2 Definition**

Companion animal: domesticated animal kept as a pet, including dogs, cats, rabbits, ferrets, birds, or non-poisonous reptiles. Household pets do not include exotic canines normally found in the wild (wolves,  $\geq 50\%$  wolf hybrids, foxes, coyotes, dingos, etc.), exotic felines normally found in the wild (lions, tigers, cougars, etc.), poultry, game and fighting birds; hoofed and cloven animals; and any species that has not been domesticated and bred to serve as a companion animal; such animals are considered inappropriate in residential areas.

##### **310.2.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

##### **310.2.4 Conditions**

For litters, refer to the requirements for a kennel.

#### **310.2 Animals - farm**

##### **310.2.2 Definition**

Farm animal: animals not traditionally kept as companion animals, including poultry, game and fighting birds; hoofed and cloven animals; and any species that has not been domesticated and bred to serve as a companion animal.

##### **310.2.3 Permitted locations**

Farm animals are permitted by right as an accessory use in all zoning districts, only in conjunction with commercial agricultural operations. This does not imply that factory farming operations are permitted.

### **310.4 Antenna - radio hobbyist**

#### **310.4.2 Definition**

Radio hobbyist antenna: exterior transmitting or receiving device (and supporting structure) used in telecommunications that radiates and captures radio signals on frequencies allotted by the Federal Communications Commission for amateur radio, Citizens Band (CB) and General Mobile Radio Service (GMRS) use; or captures radio signals on any frequency as part of a hobby. The term does not apply to roof mounted whip antennas or simple wire antennas not supported by a dedicated antenna tower.

#### **310.4.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

#### **310.4.4 Conditions**

- Towers must be placed outside the front yard, outside of required setback areas.
- Towers must be set back a distance of  $\geq 50\%$  of its height from all property lines, and set back from other on- and off-site towers and supporting structures far enough so one tower does not strike another tower, support structure or overhead utilities if a tower or support structure fails.
- Antenna elements must not overhang into any required setbacks.
- Only one amateur radio antenna tower is allowed on a property. Where the main use is an amateur radio club, more than one tower is allowed if space and setbacks permit.
- Anyone building a radio hobbyist antenna must sign a hold harmless agreement, acknowledging that the township is not responsible for enforcing any covenants that restrict or prohibit amateur radio towers, and is not responsible for any conflicts with covenants or property owner associations.
- All hobby radio operations must conform to FCC rules. Externalities resulting from illegal radio operation (such as using a “dirty” linear amplifier for CB) that affect neighboring properties are considered a zoning violation, and will also be reported to appropriate lawn enforcement and federal government agencies.

### **310.5 Antenna - non-residential use**

#### **310.5.2 Definition**

Non-residential antenna -- exterior transmitting or receiving device (and supporting structure) used in telecommunications that radiates and captures radio signals used in the day-to-day operation of a non-residential use such as a business, government agency, or other organization. Non-residential antennas do not include CMRS facilities, “spec towers” leased to businesses and services located off-site, commercial paging services, and broadcasting.

#### **310.5.3 Permitted locations**

Non-residential antennas,  $\leq 15'$  (4.5 m) above the roofline of the dominant structure on a site, are permitted by right in the CC-1, CC-2 and CC-3 districts.

Non-residential antennas from 15' (4.5 m) above the roofline of the dominant structure to 100' (30 m) tall, or 15' (4.5 m) above the surrounding tree canopy, are considered in the CC-1, CC-2 and CC-3 districts subject to conditional use permit review.

#### **310.5.4 Conditions**

- Towers must be placed outside the front yard, and outside of required setback areas.
- Towers must be set back a distance of  $\geq 50\%$  of its height from all property lines, and set back from other on- and off-site towers and supporting structures far enough so one tower does not strike another tower, support structure or overhead utilities if a tower or support structure fails.

- Antenna elements must not overhang into any required setbacks.
- Only one non-residential antenna tower is allowed on a property

### **310.6 Boat house, dock**

#### **310.6.2 Definition**

Boat house or dock: structure placed on the water, used to secure or store watercraft.

#### **310.6.3 Permitted locations**

Boat houses and docks are permitted by right as an accessory use in all zoning districts.

### **310.7 Commercial Mobile Radio Service (CMRS) facility**

#### **310.7.1 Intent**

To accommodate wireless communication needs of township residents, businesses and visitors, while protecting the public health, safety, and visual environment, these requirements for CMRS facilities are established to:

- Enhance the ability to provide wireless services to township residents, businesses and visitors.
- Protect the town's environmental resources and visual environment from the potential adverse visual effects of CMRS facility development, through careful design and siting standards.
- Reduce the number of towers needed to provide communications services, by requiring facilities to be placed on existing structures wherever possible, and requiring co-location of CMRS providers on existing and new towers.
- Use performance standards and incentives to promote the location of CMRS facilities on concealed structures and existing buildings and towers.

#### **310.7.2 Definitions**

Antenna: exterior transmitting or receiving device used in telecommunications that radiates or captures radio signals.

Antenna, attached: antenna mounted on an existing building, silo, smokestack, water tower, utility or power pole, or a support structure other than an antenna tower.

Antenna, concealed: antenna with a support structure that screens or camouflages the presence of antennas and/or towers from public view, in a way appropriate to the site's context and surrounding environment. Examples of concealed antennas include manmade trees, clock towers, flag poles, light structures, steeples, and similar objects.

Antenna setback: distance between a property line and the antenna structure footprint; including antennas, reflectors, dishes and other appurtenances.

Antenna tower: freestanding structure, including monopole, guyed and lattice towers, designed and constructed primarily to support antennas and transmitting and receiving equipment.

Antenna tower height: distance from the finished grade at the antenna tower base to its highest point. Overall antenna tower height includes the base pad, mounting structures and panel antennas, but excludes lightning rods and whip antennas.

Co-development: two or more CMRS providers working together to develop a single CMRS facility.

Co-location: locating wireless communications equipment for two or more CMRS providers on one structure.

Commercial Mobile Radio Service (CMRS): telecommunications services including cellular telephone, personal communications service (PCS), specialized mobile radio (SMR), enhanced specialized mobile radio (ESMR), paging, wireless Internet access, and similar services.

CMRS facility: equipment, physical plant and area of the property and/or building used to provide CMRS services, including cables and wires, conduits, pedestals, antennas, towers, concealed structures, electronic devices, equipment buildings and cabinets, landscaping, fencing and screening, and parking areas. A CMRS facility can also be called a “cellular tower,” “cell site,” “wireless facility,” or “wireless site.”

CMRS facility (temporary): CMRS facility designed for use while a permanent CMRS facility or network is being designed or built, or for a special event where many people attending are CMRS users.

Microcell: low power CMRS facility used to provide increased capacity in high telecommunications demand areas or provide infill coverage in areas of weak reception, including a separate transmitting and receiving station serving the facility

### 310.7.3 Permitted locations

#### 310.7.3.1 Attached facilities

CMRS equipment may be attached to or mounted on any existing building or structure (or substantially similar replacement structure) by right in any zoning district, excepting residential buildings with <4 dwelling units.

#### 310.7.3.2 Freestanding facilities

Freestanding CMRS facilities are permitted as follows:

CC-1, CC-2, CC-3 districts - permitted by right, ≤35' (10 m) high; considered by conditional use permit review >35' (10 m) high.

#### 310.7.3.3 Historic sites and visually sensitive areas

- CMRS facilities may be placed on a historic site or structure subject to conditional use permit review.
- CMRS facilities must not interfere with the view from any public park, scenic vista, historic building or district, or view corridors.

### 310.7.4 Conditions: preferred facility types

The order of preference for new permanent CMRS facilities, from most preferred to least preferred, is:

- Co-location on existing CMRS or broadcast antenna towers (if not technically feasible, then;)
- Attached antennas (if not technically feasible, then;)
- Concealed/stealth antennas

Freestanding antenna structures that are not concealed or “stealthed” are prohibited.

### 310.7.5 Conditions: co-location

#### 310.7.5.1 Cooperation

- CMRS providers must cooperate in good faith to achieve collocation of CMRS facilities and equipment with other CMRS providers.
- CMRS providers must not act to exclude other providers from co-locating on the same building, structure or location when co-location is structurally, technically and otherwise possible.

#### 310.7.5.2 Provisions for co-location at new facilities

Freestanding CMRS antenna support structures and facilities ≥30' (9 m) tall must be designed to accommodate two or more carriers.

### 310.7.6 Conditions: design

#### 310.7.6.1 Setbacks

- Freestanding CMRS antenna support structures must be set back a distance equal to or greater than the structure height, and not outside the permitted building envelope for the lot.
- Structure designed to collapse instead of topple must be set back a distance of  $\geq 50\%$  of the structure height.
- Ground mounted equipment setback requirements are the same as for buildings in the underlying zoning district.

#### 310.7.6.2 Facility design

CMRS facilities must be consistent with the surrounding built environment (planned or existing) considering roof form, scale, mass, color, texture and character. Facilities must also be compatible with the surrounding natural environment considering landforms, topography, and other natural features.

#### 310.7.6.3 Attached antenna design

- Building mounted antennae must be mounted flush as possible to the host structure, without projecting above the parapet. Building mounted antennae must be placed, painted and/or screened to be architecturally and visually compatible with the host structure, and included into the architectural details of the building as much as possible.
- Roof mounted antennae may be  $\leq 15'$  (4.5 m) over the building height, and may exceed the maximum building height requirement in the underlying zoning district. Roof mounted antennae must be placed as close to the center of the roof as possible.

#### 310.7.6.4 Equipment building and cabinet design

- Equipment buildings and screening walls must be compatible with the surrounding built environment, considering roof form, scale, mass, color, texture and character.
- Equipment cabinets must be placed, painted and/or screened to be architecturally and visually compatible with the surrounding built and natural environment.

#### 310.7.6.5 Screening and landscaping

- Screening and landscaping appropriate to the context of the site and in harmony with the character of the surrounding environment is required when any part of a facility is visible from a public right-of-way or adjacent properties.
- Landscaping must meet landscape requirements, and form an attractive, dense cluster at the base of the facility. If a facility fronts on a public street, street trees must be planted along the roadway to provide additional screening.

#### 310.7.6.6 Color

CMRS facilities, structures and equipment must be painted or coated with muted earth colors that provide camouflage and blend with the surrounding built and natural environment.

#### 310.7.6.7 Lighting

- Antenna structures must not be artificially lighted unless required by the FAA or other state or federal agency.
- If safety lighting is required, red LED beacons must be used instead of flashing strobe lights.
- Security lighting may be mounted  $\leq 20'$  (6 m) high, and must be directed towards the ground to reduce light pollution, prevent offsite light spillage, and avoid illuminating the tower.
- When included into the approved facility design, light fixtures used to illuminate sports fields, parking lots, or similar areas may be included in the facility, subject to lighting design standards.

#### 310.7.6.8 Noise

Equipment must not generate noise that may be heard beyond the site. This does not apply to generators used in emergencies where the regular power supply for a facility is temporarily interrupted, air conditioners, and noise made during regular maintenance.

#### **310.7.7 Conditions: abandonment**

- CMRS facilities, including “spec towers,” are considered abandoned if they are unused by all providers at the facility for 180 consecutive days.
- The Zoning Administrator may request documentation about tower or antenna usage from the facility owner.
- On abandonment, the facility owner has 90 days to:
  - reuse the facility, or transfer the facility to another owner who will reuse it; or
  - dismantle and remove the facility.

If the facility remains 90 days after abandonment, the township may remove it at the facility and/or property owner’s expense. If the facility is removed, township approval of the facility will expire.

#### **310.7.8 Conditions: information disclosure**

- CMRS providers must meet with the Zoning Administrator at his/her request to furnish information about the proposed system design. Such information will not be recorded and is treated as a confidential trade secret.
- The Zoning Administrator may share non-confidential information with other interested parties seeking to place CMRS facilities in the township, in an effort to promote co-location and co-development of facilities.

### **310.8 Drive through facility**

#### **310.8.2 Definition**

Drive through facility: element of a business where goods or services are passed through exterior windows or mechanical devices to patrons in queued motor vehicles.

#### **310.8.3 Permitted locations**

- Drive through facilities are permitted by right as an accessory use in the CC-3 district.
- Drive through facilities are considered as an accessory use in the CC-2 district subject to conditional use permit review.

### **310.9 Home occupation**

#### **310.9.2 Definition**

Home occupation: business activity which results in a product or service and is conducted in a dwelling unit, subordinate to the residential use of the dwelling unit.

#### **310.9.3 Permitted locations**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

#### **310.9.4 Conditions**

(This section is a placeholder for future standards for a township-wide zoning resolution.)

### **310.10 Residential accessory structure**

#### **310.10.1 Definition**

Residential accessory structure: structure such as a shed, carport or garage that is detached from and incidental to a residential host structure. A residential accessory structure does not include accessory dwelling units.

### 310.10.2 Permitted locations

Residential accessory structures are permitted by right as an accessory use in residential zoning districts and properties with residential uses.

### 310.10.3 Conditions

- Residential accessory structures cannot be the primary structure on a lot.
- Accessory structures must not have separate electrical meters or kitchen facilities. Accessory structures larger than 75'2 (7 m<sup>2</sup>) may have plumbing for a utility sink and/or shower only.

## 310.11 Satellite dish

### 310.11.1 Definition

Satellite dish: earth station antenna  $\geq 2'$  (.6 m) in diameter, used for satellite communication services.

### 310.11.2 Permitted locations

- Satellite dishes  $\leq 6'$  (1.8 m) tall, and  $\leq 10'$  (3 m) are permitted by right as an accessory use in all districts.
- Satellite dishes  $\geq 6'$  (1.8 m) tall or  $\geq 10'$  (3 m) in diameter, used in day-to-day operation of a business or service on the property, are permitted by right as an accessory use in the CC-1, CC-2, CC-3 and other commercial districts.
- Satellite dishes  $\geq 6'$  (1.8 m) tall or  $\geq 10'$  (3 m) in diameter are considered as an accessory use in residential districts subject to conditional use permit review.

### 310.11.3 Conditions

- Satellite dishes must be placed outside of the front yard, and behind the front of the house or main building,  $\geq 10'$  (3 m) from interior and rear property lines.
- The structural base of a satellite dish must be screened from public view and from adjoining properties by walls, fences, buildings, and/or landscaping.
- All wires and cables connected to the dish or supporting structures must be placed underground, except for those flush with the surface of a building or the dish structure.
- The dish must not have any advertising, text or highly reflective surfaces that are visible from adjacent properties or the public right-of-way.

## 310.12 Swimming pool

### 310.12.2 Definition

Swimming pool: manmade water body designed for swimming and bathing. The term does not include wading pools ( $\leq 30"$  (75 cm) deep), spas and hot tubs, or pool sales.

### 310.12.3 Permitted locations

Swimming pools are permitted by right as an accessory use in all zoning districts.

### 310.12.4 Conditions

Swimming pool areas must be enclosed by a screen or a fence 4' (1.3 m) to 7' (2.1 m) tall. Gates leading to the pool area from the street or adjacent properties must be self-latching to prevent uncontrolled access.

## 311 General performance standards

### 311.1 General

Permitted uses must conform in operation, location, and construction to general performance standards, in addition to use specific performance standards.

### **311.2 Electrical and radio frequency disturbance**

Uses must not create any electrical or radio frequency (RF) disturbance that adversely affects the operation of electrical and electronic equipment other than that belonging to the creator of such disturbance; or which adversely affects use of devices intended to transmit and receive radio signals (including televisions, radios, cellular/PCS telephones, wireless LANs, garage door openers, amateur radios, business and public safety radio services, and so on).

### **311.3 Flammable and explosive materials**

#### **311.3.1 Manufacture and storage of explosive materials**

- Uses involving the manufacture or storage of compounds or products that decompose by detonation are prohibited.
- Chlorates, nitrates, perchlorates, phosphorus, and similar substances and compounds in small quantities for use by industry, school laboratories, pharmacists or wholesalers may be permitted when approved by the Fire Department.

#### **311.3.2 Storage of flammable materials**

Storage and use of flammable liquids and materials such as pyroxylin plastics, nitrocellulose film, solvents, and petroleum products are permitted only when the storage or use conforms to Orange County Fire Department standards.

### **311.4 Lighting and glare**

#### **311.4.1 Outdoor lighting**

Outdoor lighting requirements are in chapter 4.

#### **311.4.2 Glare**

Uses must not produce intense glare or direct illumination across the bounding property line from a visible source of glare or illumination. Glare or light must not be so intense that it creates a nuisance or detracts from the use and enjoyment of nearby properties.

### **311.5 Noise**

#### **311.5.1 Noise at property lines**

Sound pressure level at the bounding property line must be under the A scale limits of 50 db between 7:00 AM and 7:59 PM, and 20 db between 8:00 PM and 6:59 AM. Noise measurement is made with a sound level meter meeting American National Standards Institute (ANSI) standards.

#### **311.5.2 Outdoor speakers**

- Outdoor speakers may be used for paging, ordering and help only, and must not be used for music, promotional announcements and advertising, or similar purposes.
- Sound pressure level at the bounding property line for outdoor service and paging speakers must be under the A scale limits of 25 db at the bounding property line, and must be undetectable from residential zoned land and land occupied by residential and lodging uses.

#### **311.5.3 Irritating sound**

Objectionable sound of an intermittent nature, or sounds characterized by high or “screechy” frequencies, regardless of sound level, must be controlled so it is not a nuisance to adjacent uses.

#### **311.5.4 Exceptions**

The following actions are exempt from performance standards regarding noise.

- The intermittent, necessary use of sirens and related apparatus for public safety purposes .
- Noise from construction activity between 7:00 AM and 7:00 PM.
- Noise from normal property, lawn and yard maintenance.

## **311.6 Odor**

### **311.6.1 Offensive and unhealthy odors**

Any condition or operation resulting in odors of an intensity and character detrimental to the health and welfare of the public, or interferes unreasonably with the comfort of the public, must be removed, stopped, or modified to remove the odor. Such odors must be prevented when perceptible at any point along the property line.

### **311.6.2 Restaurants and food service**

Cooking odor must be eliminated to the maximum extent feasible by installation of best available ventilation technology. Development review and business registration applications must include information on proposed ventilation systems and odor scrubbing technology.

### **311.6.3 Measuring odor**

Where specific measurement of odor concentration is required, the procedures specified by American Society for Testing Materials A.S.T.M.D. 1391-57 ("Standard Method for Measurement of Odor in Atmospheres") are used.

## **311.7 Outdoor storage and display**

### **311.7.1 On site and off-site storage**

Outdoor areas used for storage and display of items related to a business on the property (on-site storage) are permitted only for designated uses in the permitted use table. Outdoor storage and display of items not related to a business on the property (off-site storage) is permitted only in industrial zoning districts.

### **311.7.2 Vehicles for sale**

- Outdoor display of vehicles for sale or rent, at sites approved for that use, must conform to the following requirements.
- Vehicles must not be displayed or stored in the public right-of-way, private access roads or internal drive aisles.
- Vehicles must not be displayed or stored in a landscape area or buffer.
- Vehicles must not be displayed or stored on elevated pads, ramps, or similar structures.
- $\geq 50\%$  of all inventory vehicles must be parked behind the front building line.
- Only automobiles, vans, light trucks, and sport utility vehicles with a gross vehicle weight of  $< 7,500$  pounds that are intended for sale or rental to the general consumer market may be parked in the row closest to the public right-of-way and private access roads. Vehicles in the parking row closest to the public right-of-way must not be marked or "dressed up" with attention-getting displays and devices normally not found on vehicles owned and driven by the general public.
- Inventory vehicle parking must not cause the amount of parking available for customers, employees and general loading to decrease below the minimum amount of parking required by zoning resolution parking requirements.

### **311.7.3 Other products for sale**

- Outdoor sales of items not described in §311.7.2 must conform to the following requirements.
- Display of items normally produced or sold in the principal structure on the property is permitted during business hours only. Merchandise must be moved indoors or to a completely screened area after business hours.
- Items must not be displayed between the principal structure and the public right-of-way. This does not apply to nursery stock, sidewalk sales and street fairs in the C-V district, farmer's markets, flea markets, temporary off-site large item sales, Christmas tree sales, and garage sales.

- Items must not be displayed or stored in a landscape area or buffer; in the public right-of-way or on private access roads; or on elevated pads, ramps and similar structures that serve primarily to increase the visibility of the items.

#### 311.7.4 Vehicles to be repaired

- Vehicles storage for repair is permitted only on parcels approved for minor and major vehicle repair businesses.
- Vehicles stored for repair, and all related parts, must be placed in an area inside the building envelope, completely screened by a solid wall 6' to 8' (2 m to 2.4m) tall.
- Ten or less wrecked or inoperable vehicles may be stored outdoors at a major vehicle repair businesses, for active restoration projects or customer repair work.

#### 311.7.5 Junk

Outdoor storage of junk is prohibited.

#### 311.7.6 Recreational vehicles and boat storage in residential areas

- Special areas for the storage of recreational vehicles and boats may be designated in residential developments either during the initial review of the development, or later considered subject to special review. Such areas must be owned and maintained by a homeowners association, and only vehicles and boats owned by residents of the development may be stored there.
- Otherwise, off-site storage of recreational vehicles and boats is allowed only in industrial zoning districts subject to zoning resolution requirements.

#### 311.7.7 Large items

Large items must be presented and stored in a way that minimizes their visual impact. Fruit pickers, cranes, truck mounted cement pumps and other equipment with extending vertical elements must be kept lowered.

#### 311.7.8 Trash enclosures

Storage areas, solid waste dumpsters, trash compactors and large items for solid waste pick-up must be kept in a completely screened area.

#### 311.7.9 Screening

- Items stored outdoors must be screened so they are not visible from the public right-of-way and adjacent properties. Chain link fencing is not a permitted screening material.
- Screening requirements do not apply to working farm equipment used at an agricultural use, or construction equipment, vehicles, building materials and field offices for use on the property during the time a building permit is in effect for construction.

### 311.8 Smoke and particulate matter

#### 311.8.1 Air pollution intensity

- Uses must not produce air contaminants for more than three minutes in one hour that are:
- As dark or darker than the #1 (20%) shade on the Ringelmann Smoke Chart (published by the United States Bureau of Mines Information Circular 8333), or
- Opaque enough to obscure the view to a degree equal to or greater than smoke or contaminants in the standard above
- When presence of uncombined water is the only reason for failure to comply, or when contaminants are emitted inside a building which prevents escape into the outside atmosphere, the standards above do not apply.

#### 311.8.2 Particulate matter

Maximum emission of particulate matter from all sources is 0.5 pounds per acre (.56 kilograms per hectare) of property in the plant site per hour.

### 311.8.3 Fugitive dust

Uses generating fugitive dust and particulate matter (spray painting, sand blasting, vehicle movement on dirt, open storage, etc.) must be conducted so dust and particulates are not transported across the bounding property line in concentrations of four grains per 1000'3 (.9 g/100 m3) of air or more.

### 311.8.4 Gases

Escape or emission of any gas which is injurious or destructive, harmful to person or property, or explosive is prohibited.

### 311.9 Toxic and noxious matter

Maximum concentration of toxic or noxious matter across a bounding property line is 10% of the threshold limit for an industrial worker as determined by state or federal standards, whichever is stricter.

### 311.10 Vibration

Maximum earth borne vibration limits at the bounding property line of the source operation are:

Frequency (Hz)	Displacement
0 - 10	.0010" (.0025 cm)
>10 - 20	.0008" (.0020 cm)
>20 - 30	.0005" (.0012 cm)
>30 - 40	.0004" (.0010 cm)
>40	.0003" (.0007 cm)

### 311.11 Waste disposal

Polluting, impairing or destroying the air, water, soils or other natural resources the use, storage and handling of hazardous substances and/or waste or the storage and disposal of solid, liquid, gaseous and/or sanitary waste is prohibited.

Anyone conducting a use that uses, stores or generates hazardous substances must get the necessary permits and/or licenses from the appropriate Federal, State or local authority having jurisdiction. The Zoning Administrator must be informed of all inspections conducted by a Federal, State or local authority in connection with a permit and/or license.

Anyone operating a use that uses, stores or generates hazardous substances must complete and file a hazardous chemicals survey in conjunction with:

- Site plan submission.
- Before change of use or occupancy of a structure or site.
- Before change of substance use, handling, or storage procedures.

## 4 Site design requirements

### 401 Intent

Site design requirements establish design criteria and minimum standards for development in the US 20 corridor area in Madison Township. The rules are intended to:

- Protect and enhance the semi-rural character, built and natural environment, quality of life and community image in Madison Township through clearly articulated development design goals and policies, design guidelines and minimum design standards.

- Protect and promote the long-term economic vitality of Madison Township through design standards which encourage and reward high quality development, while discouraging less attractive and less enduring alternatives.
- Minimize adverse impacts of vehicular circulation to existing neighborhoods and to the surrounding physical environment.
- Enhance and protect the security and health and safety of Township residents.

#### 402 Definitions – general

Arcade: covered passageway, which may be exposed on one side.

Arch: curved structure built where the component parts support each other by mutual pressure and can sustain (or visually appear to sustain) a load, of the foot, the part from head to toes of the body structure, normally having an upward curve.

Attic: low story above the cornice that terminates the main part of an elevation; a room in a house roof.

Awning: external blind of fabric, such as canvas, that can be put up for protection against sun or rain

Building envelope: area on a lot enclosed by the minimum required front yard, side yard and rear yard, where a building may be built.

Ceiling: inside lining of a room or canopy over-head.

Casement: window sash that opens on hinges at the sides.

Clear vision area: unobstructed view area at corner lots and curb cuts. The clear vision area is the triangle formed between points on flow lines following property lines 30' (9.14m) from the intersection at a corner lot, and 20' (6.10m) along the property line and the traffic lane edge at a curb cut.

Column: upright support in a building, usually with a decorated base and capital.

Connecting walkway: sidewalk or walkway that directly connects a main entrance of a building to the street sidewalk without requiring pedestrians to walk across parking lots or driveways, around buildings or around parking lot outlines not aligned to a logical route.

Coping: highest or covering course of a wall, often with sloping edges to carry off water.

Corbel: bracket supporting a superincumbent object, or receiving the spring of an arch. A common form of corbel consists of courses of stones or bricks, each projecting slightly beyond the next below it.

Cornice: decorative overhang or molding located at the junction where the roof overhangs the exterior walls.

Cupola: vault on the top of a roof.

Dormer: Projection through the roof which raises the ceiling and allows a vertical surface to install a window.

Drive aisle: lane in a parking lot devoted to the passage of vehicles, as opposed to the parking stalls. The term does not include lanes used only or primarily for queuing and stacking.

Eave: beam ends of a roof, that create the cornice and allow water to drip off away from building walls.

Façade: front of a building; especially the principal front, having some architectural pretensions.

Fascia: cornice edge.

Fence: barrier built to enclose or screen a certain area.

Fence height: distance from the top of the fence or wall to the original finished grade of the lot directly under it. Berms, walls or similar features constructed for increasing the height of a fence or wall considered a part of the fence or wall.

Fence transparency: percentage of fence length that can be seen through; length of open spaces in fence, compared to pickets, posts, columns and wires.

Fenestration: arrangement and design of windows and doors in a building.

Footprint: ground area covered by a structure, including the foundation and areas enclosed by exterior walls and footings.

Gable: portion at the end of a building between the eaves and the peak of the roof. The shape of the gable is determined by the type of roof. A typical gable roof forms a triangular shaped gable.

Height: measurement from the structure's average finished floor elevation to its highest point.

Hip roof: roof where each part of the roof has an equal slope.

Impervious surface: surface or area that does not allow the passage of water through the surface and into the ground.

Light, window: opening in a window between mullions.

Loggia: gallery open or with a colonnade along one side.

Lot line: property line defining a lot or parcel.

Lot line, front: right-of-way or private road boundary line adjacent to a lot or parcel.

Lot line, rear: property line opposite the front lot line. For corner lots, the rear lot line is the property line that runs parallel, more or less, to the rear façade of a structure.

Lot line, side: property line that is not a front or rear property line; which runs perpendicular, more or less, from the front or rear property line.

Mullion: strip separating screens, window lights or glass panes in a sash.

Parapet: low wall or railing built along the edge of roof or a floor.

Parking lot: off-street parking area or vehicular use area.

Pilaster: square column, partly built into, but partly projecting from a wall.

Porous pavement: durable surface allowing easy passage of water through interstices or pores. Porous pavement includes segmental unit pavers, Turfstone™, Turfblock™, and similar concrete products.

Portico: colonnade or covered ambulatory at the entrance to a building.

Quoin: selected pieces of material or trim detail that marking a building corner.

Rafter: parallel beams supporting a roof (similar to how joists support floors and ceilings).

Rearage road: minor street or access road adjacent to an arterial route, at the rear of a parcel, intended to control access to an arterial route, connect contiguous parcels, and provide access to parcels without curb cuts on the arterial route.

Retention basin: dry - normally dry retention basin, designed to fill with runoff water that will be treated, drained to another basin or pond, or absorbed into the ground.

Retention basin: wet - retention basin that includes a permanent pool of water in addition to the added treatment volume. The permanent pool of water and anaerobic environment in the sediments enhance the removal of many pollutants.

Reveal: side of an opening for a window, doorway, or the like, between the door frame or window frame and the outer surface of the wall; or, where the opening is not filled with a door.

Sash: window framework where glass panes are set.

Setback: distance measured perpendicular (90°) from a property line or right-of-way line to a building.

Setback, front yard: distance measured perpendicular (90°) from the front property line, right-of-way or private street boundary line to a structure.

Setback, rear yard: distance measured perpendicular (90°) from the rear property line to a structure.

Setback, side yard: distance measured perpendicular (90°) from the side property line to a structure.

Structure, accessory: structure detached from the principal building placed on the same lot and customarily incidental and subordinate to the principal building or use. An example of an accessory structure is a storage shed or detached garage.

Structure, primary: structure where the primary use of the lot is conducted.

Transparency: building wall length occupied by functioning doors and/or windows.

Wainscot: covering on the lower part of a wall that is different from the rest of the wall.

Wall, building: any side of the building, including the façade.

Wall, boundary: solid masonry barrier, built to enclose or screen a certain area. The term is used in a similar context as fence.

Yard: open area on a building lot along the lot lines. A yard must be unobstructed from the lowest level to the sky, except for certain permitted obstructions.

Yard, front: area on a parcel between a structure and the right-of-way or private street boundary line. For a corner lot, any yard extending along the full length of a street line is considered the front yard.

Yard, rear: area on a parcel between a structure and the property boundary opposite of the front lot line. For a corner lot, there is only one rear yard, placed to the rear of the building.

Yard, side: area on a parcel between a structure, front yard and rear yard. For a corner lot, there is only one side yard, placed to the side of the building perpendicular to the building front façade, which is adjacent to another property and not the right-of-way or private street.

A yard is an area between a structure and the property line. A setback is the distance between a property line and the limit for construction on a parcel.

#### 403 General requirements

##### 403.1 Utilities

All utilities must be placed underground.

#### 404 Bulk, setbacks and buffers

##### 404.1 Intent

Bulk, setback and buffer requirements regulate the placement of buildings and other improvements on a parcel. Land use regulations traditionally regulated building placement so adequate light and air can be provided to building occupants, and to slow the spread of fires from building to building. However, building placement can be a very important element in defining the character and sense of place of a community, in reinforcing a semi-rural character, and in ensuring development does not exacerbate a typical pattern of strip development.

##### 404.2 General standards

###### 404.2.1 Easements

Permanent structures and improvements must not be placed in utility, drainage, access, or conservation easements.

##### 404.3 Lot dimensions and area

Required lot dimensions and area are:

	Zoning district			
	CC-1	CC-2	CC-3	Other commercial zones within 1000' (310m) of US 20
Lot area (minimum)	2.5 acres (108,900'2, 10,120 m2) 5 acres (217,800'2, 20,240 m2) for corner lots	2.5 acres (108,900'2, 10,120 m2) 5 acres (217,800'2, 20,240 m2) for corner lots	2.5 acres (108,900'2, 10,120 m2) if platted outparcel of a retail or office center 5 acres (217,800'2, 20,240 m2) for corner lots 5 acres (217,800'2, 20,240 m2) for other lots	10 acres (436,600'2, 40,480 m2)
Frontage along right-of-way (minimum)	300' (92 m) 600' (183 m) corner lot	200' (61 m) 400' (122 m) corner lot	200' (61 m) for outparcel with no direct access to US 20 500' (153 m) for other lots 750' (229 m) for other corner lots	500' (153 m) 750' (229 m) for corner lots

Lot size and dimension requirements in the zoning resolution apply for other zoning districts.

Flag lots <10 acres (4.1 ha) are prohibited. A “flag pole” or access strip is not considered in measuring the dimensions or area of a flag lot.

#### 404.4 Building envelope

##### 404.4.1 Primary structures

Setbacks and building height for structures are:

	Zoning district			
	CC-1	CC-2	CC-3	Other commercial zones within 1000' (310m) of US 20
Front (minimum)	US 20 frontage: 250' (77 m) from right-of-way centerline; or 50% of lot depth if lot is less than 400' (121 m) deep and was created in 1005 or earlier  Other road frontage: 75' (24 m) from right-of-way centerline	Host structure: 75' (24 m) minimum and 125' (38 m) maximum from right-of-way centerline.  Secondary structures (not accessory structures) and 50% of the frontage of the primary building may be set back ≥125' (38 m) from centerline.	Host structure: 75' (24 m) minimum and 125' (38 m) maximum from right-of-way centerline.  Maximum may be ≥125' (38 m) from the ROW centerline for shopping centers and sites with multiple buildings, if ≥25% of the site frontage is fronted by buildings or future building footprints that are ≤125' (38 m) from the ROW centerline. (i.e. no buildings at the back of a site unless there will also some at the front.)	US 20 frontage: 250' (77 m) from right-of-way centerline; or 50% of lot depth if lot is less than 400' (121 m) deep and was created in 1005 or earlier  Other road frontage: 75' (24 m) from right-of-way centerline
Side (minimum)	25' (8 m)	25' (8 m)	25' (8 m) 10' (3.1 m) for outparcel lot if adjacent to CC-3 zoned lot	25' (8 m)
Rear (minimum)	25' (8 m)	25' (8 m)	25' (8 m)	25' (8 m)

	Zoning district			
	CC-1	CC-2	CC-3	Other commercial zones within 1000' (310m) of US 20
Building height (maximum)	15' (4.5 m) to flat roof parapet 25' (7.6 m) to sloped roof peak	15' (4.5 m) to flat roof parapet 25' (7.6 m) to sloped roof peak	30' (10.6 m) to flat roof parapet 40' (15.2 m) to sloped roof peak	Same as zoning resolution)
Building stories (maximum)	1 + attic	1 + attic	2 + attic	2

Buildings used exclusively for agricultural operations, such as barns and greenhouses, are exempt from building envelope requirements.

#### 404.4.2 Residential accessory structures

Residential accessory structure requirements in the zoning resolution apply.

(This section is a placeholder for future standards.)

#### 404.4.3 Commercial and industrial accessory structures

Accessory structures, including sheds, dumpster enclosures and gas station canopies, must be placed in the permitted building envelope, but not between the front building line of a primary structure and the right-of-way.

#### 404.4.4 Swimming pools and spas

Swimming pool and spa location requirements in the zoning resolution apply.

(This section is a placeholder for future standards.)

#### 404.5 Setback encroachments and exceptions

These uses and structures may encroach into a yard or required setback as follows. Encroachments across property lines, into easements and the public right-of-way, and over septic drainfields are prohibited.

Type of structure or use	Residential uses	Non-residential uses
Air conditioning equipment	Any part of the side and rear yard	n/a
Arbors and trellises	Any yard, $\geq 5'$ (1.6 m) from neighboring PL	
Awnings	$\leq 3'$ (1 m) into front, side or rear setback; may hang over easements	$\leq 6'$ (1.8 m) into front, side or rear setback; may hang over easements.
Backflow prevention devices	Any part of the side and rear yard	Any yard
Basketball backboards and nets	$\geq 15'$ (4.6 m) from front and rear PL, $\geq 5'$ (1.6 m) or more from side PL	n/a
Bay windows, chimneys, entry vestibules < 8' (2.4m) wide and <33% of the wall length, overhanging eaves	$\leq 3'$ (1 m) into any setback	
Irrigation wells	Any part of the side and rear yard	
Newspaper vending boxes, pay telephones	n/a	Any yard on the site; property must be occupied by a principal building
Open deck $> 5'$ (1.6m) above grade	$\geq 5'$ (1.6 m) into rear setback, if area underneath is left unscreened/unenclosed	n/a
Open deck $\leq 5'$ (1.6m) above grade	Into rear setback, $\geq 10'$ (3.1 m) from PL	n/a
Ramps and other access devices required by the ADA, retaining walls	Any yard on the site	
Satellite dishes $\geq 1$ m in diameter	Side and rear yard, $\geq 10'$ (3.1 m) from PL	

#### 404.6 Landscape buffer yards

#### 404.6.1 Landscape buffer yards between lots

Landscape buffer yards, planted per landscaped per landscaping requirements in §408, are required between lots as follows.

Subject lot	Abutting lot use (if occupied) or zoning (if vacant)			
	1, 2 and 3 family residential	≥4 family residential, mobile home parks, institutional	Commercial	Industrial
1, 2 and 3 family residential	n/a	n/a	n/a	n/a
>4 family residential, mobile home parks, institutional	≥25' (8 m)	≥10' (3.1 m)	≥10' (3.1 m)	≥25' (3.1 m)
Commercial	≥25' (8 m)	≥25' (8 m)	≥10' (3.1 m)	≥25' (8 m)
Industrial	≥50' (6 m)	≥50' (6 m)	≥25' (8 m)	≥25' (8 m)

#### 404.6.2 Landscape buffer yards between parking lots and streets

Landscape buffer yards, planted per landscaping requirements in §408, are required along the street frontage of a site as follows:

US 20: CC-1 district	≥250' (77 m) from right-of-way centerline
US 20: other districts	≥75' (23 m) from right-of-way centerline
Other streets and alleys	≥15' (5 m) from right-of-way line
Private streets and rearage roads	≥25' (8 m) from pavement edge
Agricultural uses	does not apply

Driveways, walkways, light poles, signs, water features and public art (approved by the Zoning Board) may intrude on landscape buffer yards. Parking and product display is not permitted in the landscape buffer yard area.

#### 404.7 Impervious surface

The combined footprint or area of all impervious surface area on a site (buildings, driveways and parking areas, walkways, and other surface features that do not absorb water) must be ≤85% of the site. This does not apply to agricultural operations.

#### 404.8 Residential adjacency

##### 404.8.1 Loading area screening

Off-street loading areas must be fully screened from view of residential districts. Wing walls, landscape screens, changes in building orientation, and/or other architectural elements must be used to buffer uses containing loading docks ≤150' (46 m) of any residential district.

##### 404.8.2 Vehicle related uses

Wing walls, landscape screens, changes in building orientation, and/or other architectural elements must be used to buffer all industrial or mechanical commercial uses when they are 150' (46 m) to 300' (92 m) from a residential district.

##### 404.8.3 Vehicle service bays

Vehicle service bays and loading area garage doors face away from residential districts, unless separated by a building or permanent architectural feature the same or greater height of the service bays. Walls separating service bays from a residential district must be masonry or reinforced concrete with no openings.

#### 404.9 Riparian setbacks and building limitations

##### 404.9.1 Creeks and tributaries

Building and impervious surface setbacks from the high water mark of watercourses listed in the *Lake County Gazetteer* are:

- Grand River, Lake Erie:  $\geq 300'$  (92 m)
- Arcola Creek:  $\geq 200'$  (61m)
- Other watercourses draining an area of  $\geq 0.5$  square miles (1.3 km<sup>2</sup>):  $\geq 75'$  (23m)
- Watercourse draining an area of  $> 0.5$  square miles (1.3 km<sup>2</sup>):  $\geq 25'$  (8m)

Riparian setback areas must be preserved in their natural state.

#### 404.9.2 100 year floodplain

Where the 100-year floodplain is wider than a minimum riparian setback area along a watercourse, the setback distance is extended to the outer edge of the floodplain.

#### 404.9.3 Wetlands

- Where a wetland is identified in a minimum riparian setback area, the setback distance is extended to the outermost boundary of the wetland.
- If applicable, wetlands must be shown on all site plans, through a site survey prepared by a qualified wetlands professional retained by the landowner using delineation protocols accepted by the U.S. Army Corps of Engineers. Costs associated with reviewing these delineations may be assessed by the township to the applicant.

### 405 Site design

#### 405.1 Building siting and orientation - single and two family dwellings

(This section is a placeholder for future standards.)

#### 405.2 Building siting and orientation - multi-family and non-residential sites and structures

##### 405.2.1 Applicability

These requirements do not apply to agricultural and nursery related uses.

##### 405.2.2 Retail villages

In shopping centers and developments with multiple buildings, buildings must be oriented towards either the perimeter streets, or an internal drive or road network that recreates a village street, rather than orientation only to internal parking lots.

##### 405.2.3 Plazas

Commercial buildings must be placed in a way that creates plazas and pedestrian gathering areas that are large enough to buffer pedestrians from traffic and circulation areas.

##### 405.2.4 Views

Commercial buildings must be oriented to promote views through and into each commercial development.

##### 405.2.5 Orientation to streets

The primary façade and pedestrian entrance of a building must be oriented towards the public right-of-way when not facing an internal village street.

##### 405.2.6 Orientation to walkways

One or more main building entrances must open directly onto a connecting walkway with pedestrian frontage. Sides of a principal building facing a public street must have one or more customer

entrances. When a principal building faces more than two public streets, this requirement will apply only to two sides of the building.

#### 405.2.7 Clustering

Clustering of buildings in larger master planned and multiple building projects is strongly encouraged. Minimum building setbacks may be waived or modified to promote clustering.

#### 405.2.8 Perimeter wall spacing from driving surfaces

Building walls must be placed  $\geq 10'$  (3.1 m) from drive aisles and parking areas around the entire building perimeter. This buffer area may be breached for loading areas and garage access.

### 405.3 Pedestrian circulation

#### 405.3.1 Sidewalks.

Sidewalks  $\geq 5'$  (1.5 m) wide must be provided along lot sides abutting a public or private street. A continuous internal pedestrian walkway  $\geq 5'$  (1.5 m) wide must be provided from the perimeter public sidewalk to the primary public entrance.

#### 405.3.2 Internal walkways

Sidewalks extending the full length of a building must be provided along any façade or wall featuring a customer entrance and along any façade abutting public parking areas. Such sidewalks must be placed  $\geq 6'$  (2 m) or more from the façade or wall along  $\geq 30\%$  of its length, to provide beds for foundation landscaping, outdoor seating and patios, and building articulation. Sidewalks are not required in service areas.

#### 405.3.3 Pedestrian connectivity

Connecting walkways,  $\geq 5'$  (1.5 m) wide, must link sidewalks with building entries through parking areas, all points in the development, and buildings on adjacent parcels. Circulation patterns must be as obvious and simple as possible. All likely pedestrian routes must be considered in the design phase of a development to prevent shortcuts through parking and landscape areas.

#### 405.3.4 Aggregation of plazas

Pedestrian areas and plazas should be aggregated and prominently located. They must not be distributed in low impact areas such as building peripheries, areas behind structures, or where they are barely visible.

#### 405.3.6 Orientation of plazas

Pedestrian areas and plazas should be oriented to views of activities, architectural landmarks or distinctive natural land forms wherever possible.

### 405.4 Service areas

#### 405.6.1 Orientation

- Service entrances, loading docks, waste disposal areas and similar uses must be oriented toward service roads and away from the public right-of-way and residential areas, unless adequately screened.
- Service areas must not be placed where they will be readily visible from adjacent buildings or where they will have a negative impact on important or identified view corridors.

#### 405.6.2 Screening

Service entrances and trash dumpsters must be screened from public streets, pedestrian gathering areas and primary entrances with fencing, walls and/or landscaping, the design of which is compatible with the architectural theme and detailing of the host building.

#### 405.6.3 Coordination of service area locations

Service area location must be coordinated with adjacent developments wherever possible, so shared service drives can be used.

#### 405.6.4 Access routes

- Service circulation in a development must be designed to provide safe movements for anticipated vehicles.
- The design of individual parcels to accommodate truck access must meet requirements for turning radii without sacrificing other important goals and policies of these regulations.
- Routes for service, emergency and utility access must be clearly marked.

#### 405.6.5 Blind areas

Site planning should avoid the creation of “blind areas” that are difficult to patrol by police or security staff.

### 406 Access management and parking

#### 406.1 Intent

The on-site vehicular circulation and parking system is a critical factor in the safety and success of a commercial development. The parking/access/circulation system should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site where pedestrian/bicycle/vehicle conflicts are minimized. Parking requirements are intended to ensure vehicles are accommodated in the built environment, but that their presence does not dominate it.

Uncontrolled access to a site increases congestion, decreases the carrying capacity of the adjacent road, compromises driver and pedestrian safety, and cheapens the appearance of commercial development. Access management requirements are intended to improve traffic flow, safety and driver confidence along public streets, and aesthetics.

#### 406.2 General standards

##### 406.2.1 Applicability

Parking, access and design standards apply to all uses, except where otherwise stated. Vehicle display and storage areas at vehicle dealers, vehicle repair businesses and vehicle storage facilities, and areas intended for the storage or movement of vehicles on commercial and industrial sites are not exempt from any standards.

#### 406.3 Access management

##### 406.3.1 Applicability

Access management requirements apply to commercial, office, institutional and industrial sites and properties in commercial and industrial zoning districts. Access spacing and location requirements apply to all uses and all zoning districts.

##### 406.3.1 Access points

###### 406.3.1.1 Number

A property or site may have only one access point to a public street. Properties and sites  $\geq 5$  acres (2 ha) fronting two or more different streets may have one access point to each street.

###### 406.3.1.2 Multiple frontage properties

The access point for properties and sites  $< 5$  acres (2 ha) fronting two or more different streets must be from the street with the lower functional classification.

#### 406.3.1.3 Spacing

Spacing between access points must be  $\geq 300'$  (91 m) on US 20 and other major arterials, and  $\geq 200'$  (60 meters) on collector roads. Reduced spacing is permitted only when existing access points on other properties make meeting minimum spacing requirements impossible. Access points must be located as far from other access points along the street as possible.

#### 406.3.1.4 Alignment

Access points must be aligned with existing and planned driveways across the road if possible. If alignment is not possible, the new driveway must be offset as much as possible.

#### 406.3.1.5 Intersections and functional areas

Access points must be located outside the functional area of an intersection and dedicated turn lanes. When no other alternatives exist, such as cross and common access, an access point may be placed at a location that is as far from the intersection as possible. In such cases, directional access is required.

### 406.3.2 Cross and common access

#### 406.3.2.1 Cross access provisions

- When a site is developed, redeveloped, reoccupied by a new use, or the parking area is repaved or reconfigured, driveways, walkways and recorded cross access easements to allow circulation between sites must be provided.
- When a site is located next to vacant property or developed property that does not yet have cross access provisions, recorded cross access easements and stub-out driveways and walkways for future cross access must be provided.
- Development on sites next to those with cross access provisions must connect to and complete the cross access connections.
- Sites developed under the same ownership, or as a unified multi-tenant retail, commercial, office or industrial center, will be treated as one site for the purposes of access management. Recorded cross access easements, and driveways and walkways to future outparcels are required for the entire site. A unified traffic and circulation plan for the entire site is also required.

#### 406.3.2.2 Cross access standards

- Cross access drives and easements must be  $\geq 24'$  (7.3 m) wide.
- Stub-out cross access driveway and walkway provisions must not lead to an area where future connection is impractical or impossible, such as a large landscape buffer, retention pond, inventory storage area, or permanent structure.

#### 406.3.2.3 Common access provisions

Common or joint access from the right-of-way is required for the following:

- Sites on adjacent parcels owned or developed by one party.
- Sites on adjacent parcels developed as a unified multi-tenant retail, commercial, office or industrial center.

A common access easement and maintenance agreement must be recorded for sites with joint access drives.

#### 406.3.2.4 Outparcels and new resulting parcels

Direct access to the public right-of-way from an outparcel or new resulting parcel  $\leq 5$  acres (2 hectares) created after the adoption date of these regulations is prohibited. Outparcel and new resulting parcel access to the public right-of-way must only be through the cross access circulation system of the lot it was divided from.

#### 406.3.2.5 Free cross access

Cross and common access drives and walkways must not be gated or blocked.

### 406.3.3 Access driveways

#### 406.3.2.1 Design standards

Driveway design standards are as follows:

Design feature	<5 acres (2 ha)	≥5 acres (2 ha)
Connection width (1 way)	One lane / 12' (3.7 m)	One lane / 12' (3.7m)
Connection width (2 way)	Two lanes / 24' (7.3 m)	2 and 3 lanes / 24' to 36' (7.3 m-11 m)
Flare/drop curb	≥10' (3 m)	≥10' (3 m)
Radius/curb return	25' to 50' (7.6 m to 15.2 m)	35' to 75' (10.7 m to 22.8 m)
Directional island (if applicable)	≥4' (1.2 m) wide at curb, ≥75'2 (7 m2) landscape area	

#### 406.3.3.2 Driveway throats

Driveway entry “throats” that provide a stacking area for vehicles entering and leaving the site must be provided subject to the following:

Signalized driveways		Unsignalized driveways	
Development on site	Throat length	Development on site	Throat length
≥250,000'2 (23,2335m2)	250' (73 m)	≥50,000'2 (4,645 m2)	65' (20 m)
200,000'2-249,999'2 (18,581 m2-23,335 m2)	200' (61 m)	25,000'2-49,999'2 (2,323 m2-4,645 m2)	45' (14 m)
150,000'2-199,999'2 (13,935 m2-18,580 m2)	150' (45 m)	>25,000'2 (2,323m)	30' (10 m)
100,000'2-149,999'2 (9,290 m2-13,934 m2)	100' (31 m)	n/a	n/a
>100,000'2 (9,290 m2)	75' (23 m)	n/a	n/a

Throatlength is measured from the right-of-way line.

#### 406.3.3.3 Landscaping

Landscape islands ≥10' (3 m) wide must be placed on both sides of a driveway throat.

#### 406.3.3.4 Sidewalk crossing

Sidewalks crossing an access driveway must be clearly defined by a change in material or integral color and texture.

#### 406.3.3.5 Driveway orientation

Entrance drives should align with prominent visual features on a site.

#### 406.3.3.6 Continuous curb cuts

Continuous curb cuts are prohibited.

### 406.3.4 Future compliance

#### 406.3.4.1 Changes in existing uses and developed sites

Existing uses and developed sites that are subject to access management requirements must comply with the provisions of §406.3 to the maximum extent possible when:

- The site is cleared and redeveloped;
- The parking area is resurfaced;
- The largest building on the site is destroyed and rebuilt;
- Improvements on the site are damaged to an extent of ≥50% of their value and repaired; or
- The footprint of buildings on the site is enlarged to a size ≥30% above the original footprint when the site was first developed.

#### 406.3.4.2 Closing redundant access and continuous curb cuts

Existing uses and developed sites that are subject to access management requirements must close redundant access points to comply with §406.3.1.1 and §406.3.1.2, and eliminate continuous curb cuts to comply with §406.3.2.1 and §406.3.3.6, when:

- The street adjacent to the site is repaved or reconstructed; or
- Within five years of adoption of these regulations.

## 406.4 Circulation

### 406.4.1 Circulation routes

- Circulation and parking areas in a development must be designed to be safe, efficient, convenient and attractive, considering use by all modes of transportation.
- Parking lots must provide well-defined circulation routes for vehicles, bicycles and pedestrians. Circulation routes must focus on main entries and exits, and identify secondary access points.
- Redundant circulation must not reduce land available for landscaping or walkways.

### 406.4.2 Safety and conflict points

- Circulation areas must be designed so vehicles can proceed safely without posing a danger to pedestrians or other vehicles, and without interfering with parking areas. Standard traffic control devices and signs must be used to direct traffic where necessary.
- To the greatest extent possible, pedestrians and vehicles must be separated through walkways or sidewalks. Where complete separation is not possible, potential hazards must be reduced by using landscaping, bollards, special paving, lighting and other permanent means to delineate pedestrian areas and other conflict points.

### 406.4.3 Emergency access

All site design elements must reasonably accommodate access requirements of emergency vehicles and services.

### 406.4.4 Service functions

Service functions must be integrated into the circulation pattern in a way that minimizes interaction with customer vehicles and pedestrians.

## 406.5 Parking aisles

### 406.5.1 Aisle and dimensions

Aisles must have these minimum widths:

Parking angle	Aisle width
0° / parallel to aisle	≥12' (3.7 m) 1 way ≥20' (6.1 m) 2 way
30°	≥11' (3.4 m) 1 way ≥20' (6.1 m) 2 way
45°	≥13' (4 m) 1 way ≥21' (6.4 m) 2 way
60°	≥18' (5.5 m) 1 way ≥23' (7 m) 2 way
90°	≥24' (7.3 m)

### 406.5.2 Aisle orientation

In large parking lots, parking aisles must be oriented perpendicular to buildings where possible.

### 406.5.3 Mixture of angles and one-way and two-way aisles

Mixture of one-way and two-way parking aisles, or different degrees of angled parking in a parking area is prohibited, except when individual parking areas are separated by a landscape buffer ≥5' (1.6 m) wide, with limited access.

### 406.5.4 Dead-end aisles

- Dead-end aisles must be avoided wherever possible. Where a dead-end aisle is unavoidable, adequate space for unimpeded turn-around must be provided.

- Dead end aisles must have  $\leq 20$  parking spaces.

#### 406.5.5 Head-in and parallel parking from the public right-of-way

Parking areas must be designed so vehicles can leave without backing onto a public street, or having to reenter a public street to access another aisle on the same lot. This requirement does not apply to parking areas serving one, two and three unit residences.

### 406.6 Stacking areas

#### 406.6.1 Drive through aisles

- Stacking lanes for drive through aisles must be  $\geq 100'$  (31 m) long measured along the centerline to the first window or car wash code entry panel, with  $\geq 40'$  (13 m) from the origin to the order board, if applicable. Drive through aisle turning radii must be  $\geq 50'$  (16 m).
- Drive through lanes must be physically separated from parking and circulation areas, and must not interfere with the on-site parking and circulation for other vehicles on the site, nor result in traffic queuing into a drive aisle or street.

#### 406.6.2 Fueling areas

There must be space for one vehicle ( $\geq 20'$ , 6.5 m) stacked behind the vehicle parked at a gas pump, with room for other vehicles to drive around the fueling area.

### 406.7 Parking and loading space bulk requirements

#### 406.7.1 Parking space dimensions

Parking spaces must have the following dimensions:

Type of space	Minimum rectangular dimensions (length x width)
Automobile space (perpendicular or angled to the aisle)	9' x 18' (2.75m x 5.5 m)
Automobile space (parallel to the aisle)	9' x 23' (2.75m x 7m)
Handicapped parking space	9' x 18' (2.75 x 5.5m), plus an 8' x 18' (2.5 m x 5.5 m) usable loading area to the right side.
Motorcycle space	4.5' x 9' (1.4m x 2.75m).
Bicycle space	Bicycle spaces are a stationary object where a user can secure both wheels and the frame of the bicycle with a 6' (2m) cable and lock. The stationary object may be a freestanding bicycle rack, a wall-mounted bracket; an enclosed bicycle locker; a three point bicycle rack; or a fenced, covered, locked or guarded bicycle storage area.
Off-street loading space	12' x 25' (3.7m x 6.1m)

#### 406.7.2 Parking space location

- Parking for non-residential uses on non-corner lots must have  $\geq 70\%$  of the parking spaces placed behind the front building line.
- Parking for non-residential projects on corner lots must have  $\geq 50\%$  of the parking spaces placed behind the front building line.

#### 406.7.3 Tandem parking

Tandem parking spaces, where the only access to a parking space is from another parking space, is permitted only for residential driveways.

#### 406.7.5 Single family and two family lot coverage

(This section is a placeholder for future standards.)

### 406.8 Parking and loading space number requirements

Parking space numerical requirements in the zoning resolution apply.

(This section is a placeholder for future standards.)

#### 406.8.2 Handicapped designated parking spaces

Handicapped designated parking requirements in the zoning resolution apply.

(This section is a placeholder for future standards.)

#### 406.8.3 Motorcycle parking spaces

Motorcycle parking space numerical requirements in the zoning resolution apply.

(This section is a placeholder for future standards.)

#### 406.8.4 Bicycle parking

One or more bicycle parking spaces must be provided for every 20 vehicle parking spaces required for non-residential uses.

#### 406.8.5 Shared parking facilities

Where different non-residential uses create staggered parking demand periods, shared parking calculations among adjacent parcels with cross access may be used to justify reducing the amount of required parking.

#### 406.8.6 Accessory uses

- Parking spaces used for accessory uses, such as shopping cart storage, are not included when counting required spaces.
- Light poles may be placed between opposing parking spaces.
- Uses and events that temporarily reduce the amount of available parking for a use (Christmas tree sales, weekend off-site vehicle sales, carnivals, etc) are subject to plan review and approved (or denial) by the Zoning Administrator. Temporary uses must not be placed in a way that disrupts access and internal circulation or sacrifices safety.

#### 406.8.7 Future compliance

- When a building or use is enlarged <30% above the original building size, additional parking and loading spaces must be provided on the basis of the enlargement.
- When an existing building or use, conforming or nonconforming, is enlarged to a size  $\geq 30\%$  above the original building size, the entire parking area must be made to comply with this section.

### 406.9 Satellite and off-site parking

#### 406.9.1 Residential uses

Parking serving a residential use must be on the same site as the use.

#### 406.9.2 Non-residential uses

Non-residential satellite parking requirements in the zoning resolution apply.

(This section is a placeholder for future standards.)

### 406.10 Landscaping areas

#### 406.10.1 Applicability

- These requirements do not apply to one family and two family dwellings.

- Specific plant material requirements are detailed in the landscaping section (§408); and parking setback and bufferyard area dimensional requirements are detailed in the bulk requirements section (§404).

#### 406.10.2 Parking lot interior landscaping

Landscape areas must consist of  $\geq 10\%$  of the interior space of a parking lot. Landscaped islands must be evenly distributed to the maximum extent possible.

#### 406.10.3 Parking lot entrances

Landscape islands  $\geq 10'$  (3.5 m) wide must be used to define parking lot entrance driveways and the location and pattern of internal access drives, and provide pedestrian refuge areas and walkways.

#### 406.10.4 Parking rows

- Landscape islands of  $\geq 180' \times 2'$  (17 m<sup>2</sup>) [ $10' \times 18'$  (3.1 m x 5.5 m)] must be placed at the beginning and end of a parking row.
- Parking rows must not extend for more than 10 spaces without an interrupting landscape island.

#### 406.10.5 Division of large parking lots

Large parking lots must be visually and functionally segmented into smaller lots with  $\geq 150$  parking spaces, by landscape islands  $\geq 20'$  (6.1 m) wide.

#### 406.10.6 Connecting walkways

The landscape area following a connecting walkway must be  $\geq 15'$  (4.6 m) wide.

#### 406.10.7 Parking overflow to landscaped areas

Parking must not overflow onto areas outside of the designated parking area that does not meet the minimum pavement standards for the use. Parking and vehicle display on pedestrian paths, plazas, landscaped areas, and other areas not specifically designed for parking is prohibited.

#### 406.10.8 Street corners

A corner landscape area must be provided if parking or a drive aisle is between a building and the street corner. Parking spaces and drive aisles must be  $\geq 30'$  (9.2 m) from the intersection point of property lines at the corner.

### 406.11 Development standards

#### 406.11.1 Surface standards and paving materials

##### 406.11.1.1 Permanent surfacing

Parking and loading areas must have a permanent surface of asphalt, concrete, brick, paver blocks or a solid, impervious surface of similar or better durability and performance characteristics.

##### 406.11.1.2 Porous pavement

- $\leq 10\%$  of parking spaces required for commercial and institutional uses may be surfaced in porous pavement.
- Overflow spaces beyond the minimum required by this section may be surfaced in porous pavement.
- Porous pavement must not be used for handicapped accessible parking spaces.

##### 406.11.1.3 Permanent surfacing exception - single family dwellings and agricultural operations

Porous pavement, gravel, or another crushed stone aggregate may be used as a driveway and parking surface for single family residences and agricultural uses.

##### 406.11.1.3 Permanent surfacing exception - temporary uses

Permanent parking surfaces are not required for temporary uses. A parking plan must be approved by the Zoning Administrator for temporary uses. Parking spaces must be clearly defined and delineated.

#### 406.11.2 Grading and drainage

Parking and loading areas must be graded and drained to dispose of all surface water, in conformance with the approved drainage plan for the site.

#### 406.11.3 Markings

- Parking spaces, aisles, entryways, loading spaces and queue spaces surfaced in permanent materials must be marked to show their location.
- Handicapped parking spaces must be marked with the international symbol of accessibility, marked in blue on the space and a sign at the head of the parking space.
- Motorcycle parking spaces must be marked with a sign at the head of the space.
- Parking space markings for one, two and three family dwellings and agricultural uses are not required.

### 407 Architectural design

#### 407.1 Intent

Poorly designed structures can detract from the sense of place and perceived quality of life in Madison Township. Buildings designed primarily with corporate image or “trade dress” in mind can harm the delicate fabric of “place,” and turn a community into something indistinguishable from its neighbors - an “Anyplace U.S.A.” “Lowest common denominator” architecture, designed only with low cost in mind, can actually harm a community’s reputation, and contribute to an environment that wards off prospective residents and quality businesses.

Architectural design regulations are intended to promote quality architecture, and foster a unique sense of place in the face of increasing suburban development.

#### 407.2 Single family residence and two family residence architecture

(This section is a placeholder for future standards.)

#### 407.3 Multi-family housing

(This section is a placeholder for future standards.)

#### 407.4 Manufactured housing

(This section is a placeholder for future standards.)

#### 407.5 Commercial, office, public, institutional, and mixed use architecture

##### 407.5.1 Intent

Architecture and site planning dictated solely by corporate standards, cost efficiency and ease of vehicular movement will have a destructive effect on the character and sensitive visual environment of the township, turning what was once a distinctive place into “Anytown USA.” Formula architecture, buildings that act as billboards; and “big boxes” with blank and windowless façades, flat roofs, lack of architectural detail, and miniscule entries are both boring and potential eyesores.

Commercial buildings in Madison Township should not be considered disposable, but rather built to age gracefully and maintain their functionality with a variety of commercial uses. These standards are intended to ensure new development respects and reinforces the values, unique character and sense

of place of Madison Township, while creating a built environment attractive to prospective consumers, thus resulting in a healthy and desirable business climate.

#### 407.5.2 Character and image

Standard formula or prototype building designs must be modified if necessary to comply with design standards; cookie-cutter architecture is unacceptable. In shopping centers or multiple building developments, individual buildings must include predominant characteristics shared by all buildings in the development so the development forms a cohesive place.

#### 407.5.3 Form and mass

A single, large, dominant building mass must be avoided in new buildings and projects involving changes to the mass of existing buildings. Changes in mass should be related to entrances, the integral structure and/or the interior space organization and activities, and not just for cosmetic effect. False fronts or parapets create an insubstantial appearance and are prohibited.

#### 407.5.4 Exterior walls

##### 407.5.4.1 Pattern

Façades and walls must include a repeating pattern with:

- An expression of architectural or structural bays through a change in plane  $\geq 1'$  (.3 m) wide, such as an offset, reveal, pilaster, projecting ribs, fenestration patterns, or piers (a).
- and at least of these elements:
- Color change (b).
  - Texture change (c).

One or more of elements (b) or (c) must repeat horizontally. All elements must repeat at intervals of  $\leq 30'$  (9 m).

##### 407.5.4.2 Base

Façades and walls must have a recognizable "base" with (but not limited to):

- Thicker walls, ledges or sills;
- Lighter or darker colors, mullions or panels; or
- Planters;

and a recognizable "top" with (but not limited to):

- Cornice treatments, other than colored "stripes" or "bands" alone;
- Sloping roof with overhangs and brackets; or
- Stepped parapets.

##### 407.5.4.3 Four sided design

All walls must include design characteristics consistent with the façade. Decreased architectural detail on side or rear walls is prohibited.

##### 407.5.4.4 Long walls and façades; projections and recesses

Walls  $\geq 100'$  (30 m) long must include wall plane projections or recesses having a  $\geq 3\%$  depth of the façade length, and extending  $\geq 20\%$  of the façade length.

##### 407.5.4.5 Street facing walls

Walls must not have a blank, uninterrupted length  $> 30'$  (10 m) without including two or more of these features:

- Change in plane.
- Change in texture.
- Windows.
- Other elements that subdivide the wall into human scale proportions.

Side or rear walls facing walkways may include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations, only when actual doors and windows are not feasible because of the building use.

#### 407.5.4.6 Street facing façades

Façades and walls facing streets, parking lots (excluding parking lots at rear loading docks), and/or connecting pedestrian walkways must be divided and proportioned using features such as windows, display areas, entrances, arcades, arbors, and awnings along  $\geq 60\%$  of the façade.

#### 407.5.4.7 Primary building entrances

Primary building entrances must be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico to provide shelter from the sun and inclement weather.

#### 407.5.4.8 Retail building entrances

Anchor stores,  $\geq 50\%$  of the stores in a shopping center; and freestanding, single-use buildings, must have a clearly defined, highly visible customer entrance with four or more of the following design elements:

- Arcades.
- Arches.
- Canopies or porticos.
- Details such as tile work and moldings integrated into the building structure and design.
- Display windows.
- Integral planters or wing walls that include landscaped areas and/or places for sitting.
- Outdoor patios.
- Overhangs.
- Peaked roof forms.
- Raised corniced parapets over the door.
- Recesses and/or projections.

#### 407.5.4.9 Awnings

Awnings may be as long as a single storefront.

#### 407.5.4.10 Transparency in shopping center buildings

- Front and side façades and walls of retail spaces with less than 20,000'2 (1,860 m2) in shopping centers and multi-tenant buildings must be transparent between 3' (1 m) and 8' (2.4 m) above the walkway grade along  $\geq 60\%$  of the façade or wall.
- Front and side façades and walls of retail buildings and spaces with  $\geq 20,000'2$  (1850 m2) must be transparent between 3' (1 m) and 8' (2.4 m) above the walkway grade along 50% or more of the façade or wall.
- Casement frames and mullions are included in the calculation of transparent frontage.

#### 407.5.4.11 Transparency in single use commercial buildings

- Front and side façades of single use commercial buildings with <20,000'2 must be transparent between 3' (1 m) and 8' (2.4 m) above the walkway grade along 50% or more of the façade.
- Front and side façades of commercial buildings and spaces with  $\geq 20,000'2$  (1850 m2) must be transparent between 3' (1 m) and 8' (2.4 m) above the walkway grade for  $\geq 40\%$  of the façade length.
- Casement frames and mullions are included in the calculation of transparent frontage.

#### 407.5.4.12 Garage doors

Garage bay doors must be segmented, with windows covering  $\geq 50\%$  of the garage surface. Roll-up garage doors are prohibited. Garage doors must be recessed  $\geq 2'$  (65 cm) behind the building façade.

#### 407.5.5 Building roofs

#### 407.5.5.1 Roof form design

Roof forms must correspond to and denote building elements and functions such as entrances, arcades and porches. Roof forms should relate to adjacent buildings or developments.

#### 407.5.5.2 Required features

Roofs must have one of the following features:

- Overhanging eaves, extending  $\geq 1.5'$  (50 cm) past the supporting walls.
- Sloping roofs that do not exceed the average height of the supporting walls, with an average slope  $\geq 1'$  (30 cm) of vertical rise for every 3' (1 m) of horizontal run and  $\leq 1'$  (30 cm) of vertical rise for every 1' (30 cm) of horizontal run.

#### 407.5.5.3 Roof lines

A continuous plane of a roof line must be  $\leq 100'$  (30m).

#### 407.5.5.4 Mechanical equipment screening

Rooftop and ground mounted mechanical equipment must be screened so it is not visible or audible from the public right-of-way.

#### 407.5.6 Color

##### 407.5.6.1 Building colors

Building colors must be muted and neutral or earth-toned. Roof colors must be muted and compatible with the dominant building color. High-intensity colors, bright primary colors, metallic colors, black or fluorescent colors are prohibited. Brighter colors may be used on building trim and accents with a cumulative surface area of  $\leq 0.25\%$  (1/400th) of a wall.

##### 407.5.6.4 Color changes

Color changes must occur only at a change of plane or reveal line. Color changes at the outside corners of structures that give the impression of “thinness” and artificiality are prohibited. Piecemeal embellishment and frequent color changes are prohibited.

##### 407.6.7 Pre-fabricated and pre-engineered buildings

Pre-fabricated and pre-engineered buildings are not exempt from commercial architectural design requirements. In addition to the requirements of this section, pre-fabricated and pre-engineered buildings must also comply with the following standards.

- The roof surface must have a pitch of  $\geq 6:12$ . The roofline must have eight planes or more, and have overhanging eaves of  $\geq 18''$  (50cm).
- Exterior doors must include plate hinges (not surface hinges), panels and windows.
- Fenestration must be used to create a strong visual presence. Windows must be casement type; surface-applied windows are prohibited.

#### 407.6 Industrial architecture

(This section is a placeholder for future standards.)

### 408 Landscaping

Note: specific landscape buffer and island locations are regulated elsewhere in this section.

#### 408.1 Intent

A sylvan semi-rural character and the presence of the nursery industry are major elements of the sense of place in the township. To preserve this sense of place, landscaping standards are established to:

- Provide buffers between incompatible uses or site areas.
- Provide shade and climate control
- Provide air purification and control airborne particulates
- Provide wildlife habitat.
- Provide erosion and stormwater runoff control.
- Provide control of noxious weeds, invasive plants and exotic plants;
- Encourage native and/or adaptive plants.
- Preserve existing trees and vegetation.
- Provide an attractive appearance in areas of public use or view.
- Improve natural and recreational areas.
- Screen service areas and structures.
- Reinforce a pedestrian friendly environment.
- Break up building mass and soften architectural materials.
- Enhance the quality and appearance of new or existing development in the township.

#### **408.2 Definitions**

Caliper: American Association of Nurserymen standard for nursery stock trunk measurement, measured at 6" (15cm) above the ground for trees  $\leq 4"$  (10cm) caliper size, and measured at 1' (30cm) above the ground for larger sizes.

Diameter at breast height (DBH): tree trunk diameter, measured 4.5" (1.4m) from the ground.

Dangerous tree: tree where its presence, injury and/or growth pattern presents a clear safety or health hazard; or immediate threat to provision of utility services, or the structural stability of a building or pool (not a concrete slab or pad alone); where the problem cannot be fixed or healed through normal horticultural practices. The term also includes a healthy tree that obstructs clear visibility at driveways and intersections, according to the Town.

Diseased tree: tree weakened by disease, infestation, decay, age or fire, to an extent where there is a risk that the tree may die within five years, split, fall, threaten the viability of healthy trees; and the problem cannot be fixed or healed through normal horticultural practices.

Drip line: outermost limit of branches on a tree, extended straight down to the ground.

Tree lawn: area between the street and the sidewalk.

Healthy tree: tree exhibiting good structural integrity, free of serious diseases, and maintaining normal appearance appropriate to the species including size of tree and leaves, normal coloration, and displaying normal vigor and growth characteristics of the species. Health and condition are determined per the most recent edition of the "Guide for Plant Appraisal", an International Society of Arboriculture (ISA) publication.

Inventoried tree: tree of a species on the approved tree list,  $\geq 6"$  (15cm) DBH, on a tree inventory for a parcel to be developed.

Landscaping: any combination of living plants such as trees, shrubs, plants, vegetative ground cover or turf grasses, and structural features such as walkways, fences, benches, works of art, reflective pools, fountains or the like. Landscaping also includes irrigation systems, mulches, topsoil use, soil preparation, revegetation or the preservation, protection and replacement of existing trees.

Landscaping area: on the site that are not covered by buildings, structures, paving or impervious surface. Landscape areas consist of only landscaping.

Tall tree: tree of a species which grows to  $\geq 40'$  (10m) or more at maturity, known for attracting wildlife and their ability to grow in their native setting with no irrigation once they have been established. Tall trees often are used best as a canopy, and produce shade. Native tall trees include the following species:

Shrub: short (5'/1.5m or less) woody plants that have a bushy form. Shade-tolerant shrubs can be planted directly beneath the canopy. Others can be planted at the edge of the shade zone so that they receive ample sunlight.

Small tree: tree of a species which grows up to 15' to 40' (4.6m to 10m) at maturity, known for attracting wildlife and their ability to grow in their native setting with no irrigation once they have been established. Small trees can be used below the canopy when they are shade-tolerant or as a low canopy in areas where large trees are not wanted or appropriate.

Nuisance tree: tree of a species designated as "nuisance trees" in the body of the landscape rules; or an "exotic" tree not native to the Great Lakes region, the presence of which may threaten the viability of native plant species and the integrity of the ecosystem; as determined by an arborist or the township zoning administrator. Nuisance trees include these species:

- *Acer negundo* (Box elder)
- *Acer saccharinum* (Silver Maple)
- *Ailanthus altissima* (Tree of Heaven)
- *Alnus glutinosa* (European Black Alder)
- *Alnus incana* (European White Alder)
- *Broussonetia papyrifera* (Paper mulberry)
- *Catalpa speciosa* (Catalpa); *Decondon verticillatus* (Alder Buckthorn)
- *Decondon verticillatus incana* (European White Alder)
- *Gleditsia triacanthos* (Common Honey locust, except that thornless varieties are acceptable)
- *Gymnocladus dioica* (Kentucky Coffee Tree)
- *Maclura promifera* (Osageorange)
- *Morus* (various species) (Mulberry)
- *Populus* (various species) (White Poplar, Cottonwood and others)
- *Rhus* (various species) (Sumac)
- *Robinia pseudoacacia* (Black Locust)
- *Salix* (various species) (Willow)
- *Ulmus* *Ailanthus altissima* (Chinese Tree of Heaven)
- *Ulmus* (various species) (Sumac)

Retained tree: tree that will not be removed, relocated, or damaged during any construction or development of a site.

Relocated tree: tree on a site that is relocated on the same site to accommodate development, or moved outside an existing or proposed building envelope.

Replacement tree: tree planted on a property after the removal of an existing tree on the same site.

Street tree: tree in the public right-of-way or grassplot that borders the streets or trails of the township.

### 408.3 General standards

#### 408.3.1 Agricultural uses

Landscape requirements do not apply to active agricultural uses.

#### 408.3.2 Visibility

To maintain clear driver sight distance at driveway-street intersections, plant material  $\geq 2'$  (60cm) tall may only be placed  $\geq 15'$  (4.6 m) from a curb cut.

#### 408.3.3 Turf and drainage

Turf is prohibited on berms and in areas that drain to an adjacent lake, creek, littoral easement or conservation easement, to prevent fertilizer runoff into Arcola Creek.

#### 408.3.4 Planting beds

Shrub and ground cover planting beds must be separated from turf grass with edging and must have open surface areas covered with mulch.

#### 408.3.5 Utilities

Trees must be placed  $\geq 10'$  (3.1 m) from street lights, water lines and sewer lines. Trees must be placed  $\geq 4'$  (1.2 m) from gas lines. Additional conduit may be required to protect underground electric lines near trees.

#### 408.3.6 Outdoor display

Display or storage of products and vehicles is prohibited in landscape areas. This does not apply to nurseries.

### 408.4 Required landscaping - single family residences

(This section is a placeholder for future standards.)

### 408.5 Required landscaping - multi-family dwellings and non-residential development

#### 408.5.1 Landscaping areas

A parcel with a multi-family or non-residential use must be landscaped as follows:

Area	Tall trees	Short trees	Shrubs and groundcovers
Yards/landscape buffers along US 20	$\geq 1$ tall tree/1000'2 (93 m2) buffer area, at least 1 tall tree/25' (7.5 m) of frontage; $\geq 3$ species of tall trees per site.	$\geq 1$ tall tree/1000'2 (93 m2) buffer area, at least 1 short tree/25' (7.5 m) of frontage; $\geq 3$ species of shorttrees per site..	$\geq 30\%$ of buffer area, $\geq 3$ species of shrubs with groundcover.
Yards/landscape buffers along other roads, including internal roads and drives.	$\geq 1$ native tall tree/50' (15 m) of frontage; $\geq 3$ species of tall trees per site.	$\geq 1$ native short tree/25' (7.5 m) of frontage; $\geq 3$ species of short trees per site	$\geq 30\%$ of buffer area, $\geq 3$ species of shrubs with groundcover.
Yards/landscape buffers at sides and rear of parcel	$\geq 1$ tall tree/1000'2 (93 m2) buffer area, at least 1 tall tree/50' (7.5 m) of frontage; $\geq 3$ species of tall trees per site.	$\geq 1$ short tree/1000'2 (93 m2) buffer area, at least 1 short tree/50' (7.5 m) of frontage; $\geq 3$ species of short trees per site.	$\geq 50\%$ of buffer area, $\geq 3$ species of shrubs with groundcover.
Building perimeter	$\geq 1$ tall tree/30' (9 m) of linear building perimeter	$\geq 1$ short tree/60' (18 m) of linear building perimeter	Required in 5' (1.6 m) deep area along all walls along 50% of linear building perimeter
Parking lots - landscape areas at driveway throats	$\geq 1$ tall tree/25' (7.5 m) of throat length	$\geq 1$ short tree/25' (7.5 m) of throat length	$\geq 30\%$ of buffer area, $\geq 3$ species of shrubs with groundcover.
Parking lots - landscape islands at parking row ends	$\geq 1$ tall tree/island of terminating if interrupting one row; $\geq 2$ tall trees/island if terminating or interrupting two rows.	2 short trees may be used in lieu of one tall tree, but must not replace more than 50% of all required tall trees.	$\geq 70\%$ of buffer area, $\geq 3$ species of shrubs with groundcover.

Area	Tall trees	Short trees	Shrubs and groundcovers
Parking lots - landscape islands/buffers that divide or segment lots	≥1 tall tree/25' (7.5 m) of landscape island/buffer length	2 short trees may be used in lieu of one native tall tree, but must not replace more than 50% of all required tall trees.	≥50% of buffer area, ≥3 species of shrubs with groundcover.
Connecting walkways	≥1 tall tree/25' (7.5 m) of walkway	≥1 short tree/50' (15 m) of frontage	≥70% of landscape area adjacent to walkway, ≥3 species of shrubs with groundcover.
Nuisance trees may not be used to meet landscape requirements.			

#### 408.5.2 Tree size

Tall trees planted to meet minimum landscape requirements must have a caliper of ≥4" (10 cm).

#### 408.5.3 Tree placement

Trees planted on multi-family and non-residential sites must be clustered in groups, to present a natural environment and ease maintenance. All trees must be placed on the parcel being developed.

#### 408.5.4 Shrub size

Shrubs must form a ≥3' (1 m) landscape screen within one year of planting, when adjacent to parking areas and driveways.

#### 408.5.5 Ground cover

All areas on a developed parcel visible to the public from the street or an internal drive that are not part of an impervious surface, surfaced with porous paving, used for parking, occupied by shrubbery or gardens, or under the drop line of a tree must be planted with a ground cover.

### 408.6 Materials, maintenance and replacement

#### 408.6.1 Topsoil

To the maximum extent feasible, topsoil removed during construction activity must be conserved for later use on areas requiring revegetation and landscaping.

#### 408.6.2 Plant materials

Selection of plant materials must consider the Northeast Ohio climate and site conditions.

#### 408.6.3 Plant quality

Landscape plants must be free of any defects, of normal health, height, leaf density and spread appropriate to the species as defined by American Association of Nurserymen standards.

#### 408.6.4 Installation

Landscaping must be installed using sound horticultural practices, in a way that encourages quick establishment and healthy growth. Landscaping in each phase must either be installed or the installation must be secured with a letter of credit, escrow or performance bond for 150% of landscaping value before the issuance of a certificate of occupancy for any building in such phase.

#### 408.6.5 Maintenance

Trees and vegetation, irrigation systems, fences, walls and other landscape elements are considered as elements of the project in the same way as parking, building materials and other site details. The applicant, landowner or successors must be jointly and severally responsible for the regular maintenance of all landscaping elements in good condition. Landscaping must be maintained free from disease, pests, weeds and litter.

#### 408.6.6 Replacement

Landscape elements that are removed or dead must be promptly replaced.

## **408.7 Irrigation**

### **408.7.1 Automatic irrigation required**

All plant material must be irrigated, with these exceptions:

- Plants that do not require irrigation for survival.
- Trees that have been established for two years.

Use of hardy, drought-resistant plants that require no irrigation is encouraged.

### **408.7.2 Irrigation plan required**

An irrigation plan must be included in the landscape plan for site plan review, if applicable.

## **408.8 Tree preservation and removal**

### **408.8.1 Tree removal and replacement - undeveloped lots and redevelopment/teardown sites**

#### **408.8.1.1 Timber crop and nuisance trees**

Timber crop and nuisance trees may be removed from an undeveloped lot at any time. Replacement of timber crop and nuisance trees is not required.

#### **408.8.1.2 Diseased, dangerous and dead trees**

Diseased, dangerous and dead trees of any species may be removed from an undeveloped lot at any time. Replacement of removed diseased, dangerous and dead trees is not required.

#### **408.8.1.3 Healthy tall and small trees**

Healthy tall and small trees on a vacant parcel or redevelopment site may only be removed when the parcel is developed or redeveloped. A tree inventory and survey, showing the location, size, species and condition of existing native tall and small trees with a DBH of  $\geq 6"$  (.15 m) on a lot, must be submitted and approved with a preliminary subdivision, site plan or building permit for a development, whichever comes first. Site features must be designed to minimize disturbance to inventoried trees.

$\geq 33\%$  of the total number of healthy inventoried trees must remain or be relocated on the site, with remaining trees being the largest and healthiest on the site. The gross DBH loss of inventoried trees to be removed must be replaced 1:1 with tall trees, up to 20" per 21,780'2 ( $\frac{1}{2}$  acre) (50 cm per 0.2 ha). For every inch above 20" per 21,780'2 (centimeter above 50 centimeters per 0.2 ha), the gross DBH loss must be replaced 1:2 (1" replaced for every 2" lost). Replacement trees must be planted either on the development site or elsewhere in the township, in areas approved by the zoning administrator. Replacement trees must have a DBH of  $\geq 2.5"$  (6.5 cm).

An inventoried tree may be designated for removal only if it meets the following criteria.

- The tree is placed in an existing or proposed easement or stormwater management system and cannot be saved.
- The tree is placed where it will create a safety or health hazard, or a nuisance to existing or proposed structures or vehicle or pedestrian routes.
- The tree is placed where it interferes with the installation, delivery, or maintenance of existing utility services to the site.
- The tree is placed on a part of the site to be used for construction of vehicular and pedestrian circulation areas, or where a structure is proposed, if reasonable effort has been made to preserve the tree through site planning.

### **408.8.2 Tree removal and replacement - developed lots**

#### **408.8.2.1 Timber crop and nuisance trees**

Timber crop and nuisance trees may be removed from an undeveloped lot at any time. Replacement of timber crop and nuisance trees is not required.

#### 408.8.2.2 Diseased, dangerous and dead trees

Diseased, dangerous and dead trees of any species may be removed from an undeveloped lot at any time. The gross DBH loss of trees to be removed must be replaced 1:5 (1" replaced for every 5" lost) with native tall trees. Replacement trees must be planted either on the development site or elsewhere in the township, in areas approved by the zoning administrator. Replacement trees must have a DBH of  $\geq 2.5$ " (6.5 cm).

#### 408.8.2.3 Healthy native tall and small trees

Healthy native tall and small trees with a DBH of 2" (5 cm) or more that cannot be considered diseased, dangerous or dead may be removed only if the gross DBH loss is replaced 1:1 (1" replaced for every 1" lost).

### 408.8.3 Tree removal and replacement - conservation and littoral easements

#### 408.8.3.1 Timber crop and nuisance trees

Timber crop and nuisance trees may be removed from a conservation easement at any time. Replacement of timber crop and nuisance trees is not required.

#### 408.8.3.2 Diseased, dangerous and dead trees

Diseased, dangerous and dead trees of any species may be removed from a conservation easement at any time. The gross DBH loss of trees to be removed must be replaced 1:5 (1" replaced for every 5" lost) with native tall trees. Replacement trees must be planted in the conservation easement on the site. Replacement trees must have a DBH of 2.5" (6.5 cm) or more.

#### 408.8.3.3 Healthy native tall and small trees

Healthy native tall and small trees of any DBH that cannot be considered diseased, dangerous or dead must not be removed from a conservation easement. If such trees are removed, the gross DBH loss must be replaced 2:1 (2" replaced for every 1" lost) with equivalent trees.

### 408.8.4 Tree removal and replacement - billboards and signs

Billboards are considered nonconforming uses that should eventually be removed; trees are living things that are far more difficult to replace. Healthy trees of all species and sizes, including species defined as nuisance trees, must not be removed with the intent of increasing the visibility of an existing billboard or sign.

### 408.8.5 Tree replacement conditions

#### 408.8.5.2 Replacement trees

Replacement trees must be placed on site, or in areas approved by the zoning administrator, as a condition of the tree removal permit.

#### 408.8.5.3 Landscape requirements

Existing and replacement trees may be used to meet landscape requirements. After tree removal and replacement, the number and placement of trees on a parcel must continue to comply with landscaping requirements.

#### 408.8.5.4 Fee in lieu of replacement

In lieu of tree replacement, a fee equal to replacement tree cost may be paid to fund tree planting on public property. Fee equivalents must not be used to provide a waiver from minimum planting requirements for a site.

#### 408.8.5.5 Maintenance

Replacement trees must be maintained in good condition for one year after planting, during which survival is guaranteed by the property owner.

#### 408.8.5.6 Unauthorized removal

The gross DBH loss of trees that are removed in nonconformance with this section by the property owner, developer or any party acting on their behalf must be replaced 2:1 (2" replaced for every 1" lost) with native tall trees. For illegal vegetation clearance to increase the visibility of billboards, replacement native tall trees must be planted in the cleared area, with 1" DBH for every 10'2 (2.3 cm DBH every 1 m2) cleared.

#### 408.8.6 Tree removal permits

##### 408.8.6.1 Tree removal permit required

A clearing and tree removal permit is required for the removal of any tree with a  $\geq 2$ " (5 cm) caliper width.

##### 408.8.6.2 Permit fees

Permit fees are set by the Board of Trustees. No fee is imposed for permits to remove timber crop trees, nuisance trees, or diseased, dangerous or dead trees.

#### 408.9 Tree protection during construction

##### 408.9.1 Tree protection zone

During construction, perimeter fencing must be erected around protected trees,  $\geq 6'$  (15 cm) from the trunk or one-half of the drip line, whichever is greater. Large parcels containing protected trees and separated from construction or land clearing areas, road rights-of-way and utility easements may be "ribboned off," by placing post stakes 50' (15 m) or more apart and tying ribbon or rope from stake to stake along the perimeter. Storage or movement of equipment, material, debris or fill in the tree protection zone is prohibited.

##### 408.9.2 Storage near trees

During construction, equipment cleaning or storage or disposal or waste material such as paints, oils, solvents, asphalt, concrete, motor oil or any other material harmful to trees must not be placed in the drip line of any protected tree or group of trees.

##### 408.9.3 Attachment to trees

Damaging attachments, wires, signs or permits must not be fastened to any protected tree.

##### 408.9.4 Trenching

Trenches or footings must be  $\geq 8'$  (2.4 m) from trunk bases. In the drip line of any protected tree, there must be no cut or fill  $\geq 4$ " (10 cm) depth unless a qualified arborist or forester has evaluated and approved the disturbance. When trenching for utilities, tunneling under large diameter roots is required to prevent root damage. It is the responsibility of the developer to coordinate and to make arrangements with utility companies when trenching near protected trees.

##### 408.9.5 Root preservation

During grading, roots  $\geq 1$ " (2.5 cm) in must be cut off cleanly with a handsaw about 12" (30 cm) behind the line of excavation. If roots 3" (10 cm) in diameter and greater are encountered in the excavation zone, the root must not be cut. The job will be stopped in this area, and the arborist must inspect the root. If the root is where a footing will be placed, an alternative footing that bridges the roots with pilings and grade beams must be used. Exposed roots must be protected with moist backfill soil.

##### 408.9.6 Grades

Raising the grade around tree trunks is prohibited. This causes rotting of the trunk, and serious damage or death to the tree. Finished grades must slope away from trunks to avoid water concentrated at tree bases.

#### 408.9.7 Low hanging limbs

Low hanging limbs of protected trees must not be pruned before grading or any equipment mobilization on the site. Perimeter fencing must be placed to avoid tearing limbs by heavy equipment. Limbs that must be removed require authorization by the zoning administrator.

### 409 Fences and walls

#### 409.1 Intent

“Good fences make good neighbors” is an oft-quoted phrase of Robert Frost. The many functions of fences are usually taken for granted, but their visual impact can directly affect the public’s perception of quality of life, property value, and public safety. A utilitarian or poorly designed or maintained fence can detract from the sense of community, and make the public realm feel less inviting even if one is not actually “walled off” by its presence.

The intent of fence design requirements is to ensure that fences complement the built environment, contribute to the overall atmosphere of Madison Township as friendly and inviting, while functioning effectively at their intended task.

#### 409.2 General standards

##### 409.2.1 Placement

###### 409.2.1.1 Public right-of-way

Fences and walls must not be placed in the public right-of-way.

###### 409.2.1.2 Tree preservation

Fences must be placed where they will not threaten significant vegetation, for example, winding around trees.

##### 409.2.2 Materials

###### 409.2.2.1 Finished side out

Fences must be placed so the finished side faces out, towards the public right-of-way and/or adjacent properties.

###### 409.2.2.2 Prohibited materials

Plywood, particleboard, sheet and corrugated metal, concrete slabs, railroad ties, concrete barriers, tires, railroad cars, trailers or similar materials are prohibited fencing and screening materials.

###### 409.2.2.3 Chain link fences

Where chain link fences are permitted, they must be climb-resistant. Slats are prohibited.

###### 409.2.2.4 Barbed wire

Barbed wire may be used only for a bona fide agricultural use. Otherwise, barbed wire, electrically charged wire, concertina wire and razor wire are prohibited.

###### 409.2.2.5 Columns

Columns, piers, finials and posts may be ≤6’ taller than the fence it joins.

##### 409.2.3 Maintenance

###### 409.2.3.1 General maintenance

Fences, walls and hedges must be maintained upright, and in good structural or living condition.

#### 409.2.3.2 Perimeter walls.

Individual property owners must not alter perimeter walls that are owned or controlled by a property owner's association.

#### 409.2. Landscaping

Landscaping at a fence or wall may be required by landscape regulations.

#### 409.3 Permitted fences, walls and hedges

The following fence, wall and hedge types are permitted.

Area / purpose	Required?	Height	Linear transparency	Acceptable types
Residential front yard	Optional	≤3.5' (1 m)	≥50% along ≥50% of height, excluding columns; ≥80% along entire height in clear vision area	Ornamental Picket Split rail Stone, brick, masonry Shrubbery hedge
Residential side and rear yard	Optional	≤6.0' (1.8 m)	≥50% along ≥50% of height, excluding columns, when adjacent to trails or parks; otherwise, may be solid	Chain link, with written permission of adjacent property owner Ornamental Picket, lattice Split rail Shadowbox Stockade Stone, brick, masonry Shrubbery hedge
Tennis / basketball courts	Optional	≤12' (3.6 m)	≥80%	Ornamental Chain link
The fence cannot substitute for other fence types when forming a boundary fence.				
Parking areas - multi-family and non-residential development	Optional	≤3.5' (1 m)	≥50% along ≥50% of height, excluding columns; ≥80% along entire height in clear vision area	Ornamental Picket, lattice Split rail Bollard and chain Stone, brick, masonry Shrubbery hedge
Perimeter security fencing (I-G district only)	Optional	≤ 8' (1.8 m)	≥80%, excluding columns	Ornamental May include regular solid columns
Must not disturb vehicle circulation and stacking pattern on site.				
Retention and detention ponds and basins	Optional	6' (1.8 m)	≥80%, excluding columns	Ornamental
Retention and detention ponds and basins	Optional	≤ 8' (1.8 m); may be higher to screen traffic noise	May be solid	Stone, brick, masonry Ornamental Picket, lattice Split rail
Development perimeter walls	Optional	≤ 8' (1.8 m); may be higher to screen traffic noise	May be solid	Stone, brick, masonry Ornamental Picket, lattice Split rail
Walls must avoid creating a tunnel effect along collector or arterial streets. Walls must include columns at ≤75' intervals, and include alignment changes or change in transparency at ≤75' intervals. Alignment changes must be ≥3' deep, and ≥20% the linear distance of the section between columns or articulations. Walls must be placed ≥10' from sidewalk or ROW, whatever is farther				

#### 409.4 Required fences, walls and hedges

The following fence, wall and hedge types are required.

Area / purpose	Required?	Height	Linear transparency	Acceptable types
Swimming pool	Required	4' to 6' (1.3 m - 1.8 m)	≥50%	Ornamental Picket, lattice
	If the perimeter fencing on the lot meets these standards, an additional fence surrounding the swimming pool is not required.			
Outdoor storage areas	Required	6' to 8' (1.8 m to 2.4 m) may be taller if it screens tall objects	Must be solid; gate may have transparency	Stockade Stone, brick, masonry
Vehicle inventory storage areas	Required adjacent to residential; otherwise optional	≤8' (2.4 m)	≥80%; must be solid when adjacent to or visible from residential zoning	Ornamental Picket Split rail Stone, brick, masonry Shrubby hedge
Dumpster and utility areas	Required	6' to 8' (1.8 m to 2.4 m)	Must be solid	Stone, brick, masonry
	Must include the same architectural detailing as the host structure. Gates must be visually and structurally solid. Screening is not required for dumpster areas in non-residential developments, when placed in the service area and screened by buildings, wing walls or screening walls from the public right-of-way and adjacent properties.			
Loading area wing walls	Required	≤ building parapet; height determined in site plan review	Must be solid	Stone, brick, masonry
Retention and detention ponds and basins	Required	6' (1.8 m)	≥80%, excluding columns	Ornamental

## 410 Lighting

### 410.1 Intent

Poorly designed exterior lighting can adversely affect abutting properties and the rural character of the area, and also contribute to light pollution. Regulating exterior lighting can control such negative effects, while still permitting property owners and businesses to meet functional security and safety needs.

### 410.2 General standards

#### 410.2.1 Display levels and light pollution

- Lighting must be designed to minimize light pollution and spillage on adjacent properties.
- Illumination measured at the property line must be ≤0.5 foot candles (5 lux) for non cut-off lights, and ≤1.5 foot candles (15 lux) for cut-off lights.
- Illumination spillover onto residential zoned properties must be ≤.5 foot candle (5 lux).

#### 410.2.2 Display lot lighting

- Display lot lighting must be turned off after 11:00 p.m., or within 30 minutes after closing, whatever is earlier.
- Lighting used after closing or 11:00 p.m. must be the minimum necessary to meet security needs.
- Lighting must not act as a sign, or to attract attention to a display lot.

#### 410.2.3 Illumination of background and foreground spaces

- Background spaces such as parking lots must be illuminated as unobtrusively as possible to meet the functional needs of circulation, security and safety.

- Foreground spaces, such as building entrances and plaza seating areas, must use proximate lighting that defines the space without glare.

#### 410.2.4 Confusion with warning devices

Lighting or illumination devices that may be confused with warning, emergency or traffic signals are prohibited.

#### 410.2.5 Lighting as advertising

Lighting must not be used for advertising or attracting attention.

### 410.3 Permitted lighting

The following light sources are permitted:

- Low pressure sodium, mercury vapor - permitted, must be partially shielded.
- High pressure sodium, mercury vapor - permitted only on arterial and collector streets with rights-of-way  $\geq 100'$  (30m) wide, must be fully shielded.
- Metal halide - permitted between sundown and 11:00 pm or close of business hours, must be fully shielded. Light must be filtered with a glass, acrylic or translucent enclosure of the light source.
- Fluorescent (strongly discouraged - permitted, must be fully shielded. Warm white and natural lamps must be used to reduce detrimental effects.
- Quartz and halogen - permitted, must be fully shielded.
- Incandescent - permitted, must be fully shielded and include frosted glass lens if  $\geq 1750$  lumens watts, partially shielded if  $\leq 1750$  lumens.
- Any light source  $\leq 700$  lumens - permitted, no shielding required.
- Glass tubes filled with neon, argon, or krypton - permitted, must be fully shielded.

Shielding is achieved when light rays are not emitted above the horizontal plane of a fixture. Partial shielding is achieved when  $\leq 10\%$  of light rays are emitted above the horizontal plane of a light fixture.

### 410.4 Prohibited lighting

The following light sources are prohibited:

- Laser source light.
- Strobe light.
- Beacon or searchlight, even on a temporary basis.

### 410.5 Light poles

#### 410.5.1 Height

Maximum light pole height is:

- Parking areas - 16' (4.8 m) for non-cutoff fixtures, and 24' (7.3 m) for cutoff fixtures
- Pedestrian areas - 16' (4.8 m)
- Sports fields - 40' (12 m)

#### 410.5.2 Design

- Light pole design must be consistent with the style, character and period of architecture on the site.
- are prohibited.
- Light poles must be placed in landscape areas wherever possible. Bare metal poles and elevated concrete column bases on light poles in landscape areas are prohibited.

### 410.6 Attached light fixtures

#### 410.6.1 Sconces

- Sconces or gooseneck lighting fixtures may be used to illuminate areas near building walls. Sconces must direct light against the building wall.
- Light fixture design must be consistent with the style, character and period of the host structure.

#### 410.6.2 Wall packs

- Wall packs on buildings may only be used at entrances to a building to light unsafe areas. They must not be used to draw attention to the building or provide general building or site lighting.
- Wall packs must be fully shielded to direct the light downward.
- Maximum light output is 1,750 lumens.

### 410.7 Gas station canopies

#### 410.7.1 Design

- Lighting fixtures, including lenses, must be mounted flush to the canopy ceiling. Lights and lenses must not project below the canopy ceiling.
- Maximum light output is 4,200 lumens at each lighting fixture.
- Canopy fascias must not be illuminated, excepting logo signs permitted by sign requirements.

#### 410.7.2 Number

- Canopies one pump deep may have up to two lighting fixtures per filling space.
- Canopies two pumps deep may have up to three lighting fixtures per two filling spaces.
- Canopies three pumps deep may have up to five lighting fixtures per three filling spaces.

### 410.8 Flood lights

- Flood and klieg lights may be used only to illuminate sports fields, outdoor recreation areas and construction sites at night.
- Floodlights must be fully shielded or provided with sharp cut-off capability, to minimize up-light, spill-light and glare.

### 410.9 Accent lighting

- Bottom-mounted lights used to illuminate landscaping and water features, or provide visual accents, are permitted.
- Accent lighting on poles  $\leq 2'$  (0.6m) tall is prohibited.

### 410.10 Signs

- Signs may be illuminated internally.
- Bottom mounted lights may illuminate a monument sign  $\leq 8'$  (2.4 m) tall.
- Exposed bulbs that outline a sign are prohibited.
- Blinking, chasing, or other changes in intensity, intentional or not; and electronic message centers, are prohibited.

### 410.11 Lighting plan

A lighting plan must be included for site plan review, if applicable. The lighting plan must show the location of all existing and proposed light fixtures, their design, and a photometric diagram showing predicted lighting levels of the site.

### 410.12 Alternative compliance

The zoning administrator may consider an alternative lighting plan. Alternative lighting plans must clearly identify and discuss modifications, proposed alternatives, and how the alternative plan will

accomplish the intent of this section better than a plan conforming to this section. How the proposed plan protects natural areas from light intrusion, enhances neighborhood continuity and connectivity, and demonstrates innovative and creative design will be considered.

## 411 Signs

### 411.1 Intent

Requirements for the use, placement, size and design of signs are intended to:

- Protect the public from signs that are poorly designed, constructed or maintained; and signs that are dangerously distracting to pedestrians and motorists by their message delivery and placement.
- Create a more attractive business climate, increase the quality of life for residents, and protect the unique character of the built and natural environment, by curbing visual pollution resulting from excessive and inappropriate signs.
- Create to a built environment that will differentiate Madison Township from adjacent communities, and contribute to a unique identity and sense of place.
- Protect residential areas adjoining non-residential areas from adverse visual impacts of nearby signs.
- Reduce clutter and visual pollution caused by sign oversaturation and visual blight from poorly designed and maintained signs, thus increasing sign legibility and effectiveness.
- Protect public health and safety.

### 411.2 Definitions

Item of information - word, symbol, figure, whole number or illustration  $\geq 3"$  (7.5 cm) in height.

Sign: device or structure used to advertise, identify or direct attention to an object, person, institution, business, product, service, event or location by any means; including words, designs, symbols, fixtures, colors, illumination, images and forms.

Sign face area: area of the smallest rectangle fully enclosing the extreme limits of the sign message, frame, box, and other areas intended to highlight or draw attention to the sign message.

Sign footprint: area occupying the outermost limit of a freestanding sign and the support structure extended down to the ground.

Sign height: distance from the sidewalk grade to the top of the sign.

Sign, attached: sign partially or wholly supported by a building wall or roof.

Sign, awning: attached sign displayed on an awning.

Sign, banner: attached sign made of a non-rigid, flexible material such as cloth, paper or vinyl.

Sign, billboard: see §(other section).

Sign, canopy: attached sign displayed on a protective canopy, which can be freestanding or attached to the building it serves.

Sign, construction: temporary sign identifying contractors, architects, engineers and similar artisans involved in construction work on the lot where the sign is placed.

Sign, development: sign identifying the name and/or logo of a residential subdivision, neighborhood, apartment or condominium complex or similar development on the same parcel.

Sign, directional: sign providing on-site directional help for the convenience of the public such as location of exits, entrances and parking areas.

Sign, freestanding: general term for a sign supported from the ground and not attached to a building.

Sign, garage sale: sign advertising a garage sale, or a fund raising event by a non-profit organization.

Sign, monument: freestanding sign attached on a mounting set flush to the ground.

Sign, mural: illustration painted on a structure that does not include any commercial messages or references.

Sign, nonconforming: sign that met all legal requirements when built, but now does not comply with Land Development Code requirements.

Sign, on-premises: sign identifying or advertising a business, organization or facility on the lot where the sign is placed.

Sign, open house: sign identifying or advertising an open house, model home showing or similar event on or near the sign location.

Sign, personal opinion: sign expressing the viewpoint or belief of the party displaying the sign.

Sign, pole: freestanding sign supported by one or more exposed poles.

Sign, portable: freestanding sign designed to be easily moved about, with no permanent footing.

Sign, projecting: attached sign projecting at an angle from a building wall.

Sign, real estate: sign announcing the availability of a residence, business space or land on the same lot.

Sign, temporary development: sign identifying development occurring at the sign location, such as a new residential subdivision or the future tenant of a commercial building under construction.

Sign, wall: attached sign mounted flush to the wall of a building.

Sign, window: attached sign applied to a window or located inside a window and intended to be viewed from the outside.

### 411.3 Permitted signs

#### 411.3.1 Rural and agricultural uses

The following signs are permitted on lots with rural and agricultural uses, and vacant parcels not subdivided for residential use.

Type		Number	Maximum area	Maximum height	Minimum setback
On-premises	freestanding (pole) to identify a home occupation	1	1.5'2 (0.14 m2)	4' (1.2 m)	n/a

Type		Number	Maximum area	Maximum height	Minimum setback
	freestanding (monument), to identify a farm, nursery, or similar operation	1	32'2 (2.9 m2)	6' (1.8 m)	5' (1.5 m) from all property lines.
	attached (awning, canopy, projecting, wall and window) identifying an agricultural industry use	2 per wall	.5'2 for each linear foot of wall the signage will be placed on (.5 m2 for each linear meter), at least 32'2 (2.9 m2) permitted for a building	below roofline	n/a
Temporary: construction	freestanding (pole) or attached (wall)	1 per street frontage	16'2 (1.4 m2) per sign	freestanding - 6' (1.8 m) attached - below roofline	freestanding - 5' (1.5 m) from all property lines.
Temporary: real estate	freestanding (pole) or attached (wall)	1 per street frontage	16'2 (1.4 m2) per sign	freestanding - 6' (1.8 m) attached - below roofline	freestanding - 5' (1.5 m) from all property lines.
Temporary displays	Allowed only for agricultural industry uses, per §411.6				

The display area of existing billboards on a parcel will be subtracted from the total permitted display area for all types of signs.

#### 411.3.2 Residential uses

The following signs are permitted on lots with residential uses,

Type		Number	Maximum area	Maximum height	Minimum setback
On-premises	freestanding (pole) to identify a home occupation	1	1.5'2 (0.14 m2)	4' (1.2 m)	15' (4.6 m)
Temporary: construction	attached (wall) or freestanding (pole)	1 per street frontage	4'2 (0.35 m) per sign	freestanding - 6' (1.8m) attached - below roofline	freestanding - 5' (1.5 m) from all property lines.
Temporary: real estate	attached (wall) or freestanding (pole)	1 per street frontage	4'2 (0.35 m) per sign	freestanding - 6' (1.8m) attached - below roofline	freestanding - 5' (1.5 m) from all property lines.
Temporary: model home	Freestanding (pole)	1 per house	4'2 (0.35 m) per sign	4'	5' (1.5 m) from all property lines.
Temporary: development	attached (wall) or freestanding (pole)	1 per entrance	32'2 (2.9 m2) per sign	freestanding - 6' (1.8m) attached - below roofline	freestanding - 5' (1.5 m) from all property lines.
Temporary displays	Prohibited				

The display area of existing billboards on a parcel will be subtracted from the total permitted display area for all types of signs.

#### 411.3.3 Civic and institutional uses

The following signs are permitted on lots with public and semi-public uses.

Type		Number	Maximum area	Maximum height	Minimum setback
On-premises	freestanding (pole and monument)	1	32' <sup>2</sup> (2.9 m <sup>2</sup> )	6' (1.8m)	5' (1.52m) from all property lines.
	attached (awning, canopy, projecting, wall and window)	2 per wall	Building total = 0.5' <sup>2</sup> x building front footage. (.12m x building front length in meters)	below roofline	n/a
Temporary: construction	attached (wall) or freestanding (pole)	1 per street frontage	12' <sup>2</sup> (1.1 m <sup>2</sup> ) per sign	freestanding - 6' (1.8 m) attached - below roofline	freestanding - 5' (1.52m) from all property lines.
Temporary: real estate	attached (wall) or freestanding (pole))	1 per street frontage	12' <sup>2</sup> (1.1 m <sup>2</sup> ) per sign	freestanding - 6' (1.8 m) attached - below roofline	freestanding - 5' (1.52m) from all property lines.
Temporary displays	Subject to the provisions of §411.6				

The display area of existing billboards on a parcel will be subtracted from the total permitted display area for all types of signs.

#### 411.3.4 Commercial, retail and industrial uses

The following signs are permitted on lots with commercial, retail and industrial uses.

Type		Number	Maximum area	Maximum height	Minimum setback
On-premises	Freestanding (monument) – single use/ building sites	1	32'2 (2.9 m2) 48'2 (4.4 m2) when fronting West Colonial Drive	8' (2.4 m)	5' (1.6 m) from all property lines. 100' (31 m) from other on-premises freestanding signs.
	Freestanding (monument) – shopping center <75,000'2 (6960 m2)	1 per street frontage	48'2 (4.4 m2) per sign	12' (3.6 m)	5' (1.6 m) from ROW 100' (31 m) from other on-premises freestanding signs.
	Freestanding (monument) – shopping center ≥75,000'2 (6960 m2)	1 per street frontage	64'2 (5.9 m2) per sign	12' (3.6 m)	5' (1.6 m) from ROW 100' (31 m) from other on-premises freestanding signs.
	attached (awning, canopy, projecting, wall and window) - single use/ building sites	any, up to maximum allowed area for the wall.	Building total = 1.5'2 x building front footage (.5m x building front length in meters); maximum 80'2 7.4 m2) per sign.	below roofline	n/a
	attached (awning, canopy, projecting, wall and window) – shopping center	any, up to maximum allowed area for the wall.	1.5'2 for each linear foot of wall the signage will be placed on (.5m for each linear meter); corner stores allowed signage on side wall if a similar façade treatment is used on both front and side; maximum 2'2 for each linear foot of front wall for entire building (.7 m for each linear meter).	below roofline	n/a
Temporary: construction	Attached (wall) or freestanding (pole)	1 per street frontage	12'2 (1.1 m2) per sign	freestanding - 8' (2.4 m) attached - below roofline	freestanding - 5' (1.6 m) from all property lines.

Temporary: real estate	attached (wall) or freestanding (pole)	1 per street frontage	12'2 (1.1 m2) per sign	freestanding - 8' (2.4 m) attached - below roofline	freestanding – 5' (1.6 m) from all property lines.
Temporary displays	Subject to the provisions of §411.6				

#### 411.4 Excepted signs

These signs are permitted in all districts, unless noted.

- Address numbers and family name identification on residences, ≤1'2 (.09m2) in area.
- Directional sign - one freestanding sign per curb cut and one additional sign per 5,000'2 (465m2) of lot space. Signs may be ≤4' (1.2 m) tall and ≤6'2 (.55m2) in area. ≤25% of the sign area may be used to display the business or center name and logo.
- Drive-through restaurant menu and ordering boards - one attached (wall) or freestanding (pole) sign allowed on a lot. Signs may be ≤6' (1.8 m) tall and ≤32'2 (2.95 m2) in area.
- For sale, for rent and for lease signs on vehicles, boats, trailers and other personal property.
- Garage sale sign - may only be displayed while the event is in progress, and must not be placed in the right-of-way or on public property. Signs must be removed immediately after the event is over. The permitted cumulative total of all signs used for a garage sale is ≤10'2 (1 m2) in area.
- Historical markers, plaques, grave markers, cornerstones and commemorative tablets.
- Holiday decorations, displayed 30 days before the holiday to seven days afterwards.
- Murals, statuary and other works of art that do not include any commercial messages or references.
- National, state and local flags, each ≤35'2 (3.25 m2) in area, flown for their intended purpose under generally accepted flag protocol, on a building mounted staff or a flagpole no taller than the maximum permitted building height in the underlying zoning district, and not acting as a form of advertising.
- Open house signs - up to four signs may be used, displayed only while the open house is in progress, outside the public right-of-way and public property. The sign must be removed immediately after the open house. Signs may be ≤4'2 (.35 m2) in area, and ≤4' (1.2 m) tall.
- Personal opinion sign - attached (wall, window) or freestanding (pole) signs, ≤4'2 (.35m2) in area. Signs relating to elections and referendums may only be displayed from 30 days before the voting deadline, and up to seven days afterwards.
- Public utility warning and underground utility and pipeline identification signs.
- Signs manufactured as a standard, integral part of a mass-produced product accessory to a commercial, public or semi-public use, including telephone booths, mail and newspaper boxes, vending machines, and automated teller machines, gas pumps, supply racks and car washes and vacuums.
- Signs, notices, placards, certificates and official papers authorized or required by any statute, government agency or court.
- Signs for rest rooms, accepted credit cards, business organization membership (Chamber of Commerce, Better Business Bureau, etc.), and business hours.
- Signs identifying zones in parking lots, ≤6'2 (.55m2) in area.
- Signs on concessions and rides at special events such as fairs and festivals.
- Signs painted on vehicles and trailers that are currently operating and registered, used in everyday business activities, and not being used for the sole purpose of attracting business.
- Window signs advertising special events of community interest such as carnivals, neighborhood festivals, parades, fun runs, and similar events.

#### 411.5 Prohibited signs

The following signs are prohibited in all districts, unless noted.

- Signs that have changing light, color or motion effects, whether intentional or resulting from a defect. This prohibition includes, but is not limited to:
- Blinking, flashing, chasing, strobe and alternating color lights, whether included into a sign or not.
- Electronic message centers.
- “Eye catchers” and similar shiny devices designed to reflect light and create a glimmering or flashing effect.
- Signs emitting flame, smoke, steam or other visual matter.
- Signs with animated or rotating parts. This prohibition does not apply to:
  - Signs with flashing or chasing lights on concessions and rides at special events such as fairs and festivals.
  - Holiday decorations and light strings displayed during December. Light strings must not outline or highlight a sign.
  - Rotating barber poles at a legitimate barber or beauty shop.
  - Accurate time and temperature displays.
  - Warning signs and markers placed by government agencies.
- Signs placed in or over the public right-of-way or public property. The township may remove any signs in the public right-of-way or on public property. This prohibition does not apply to:
  - Permanent development signs, as authorized by the Planning Commission.
  - Signs placed by government authorities.
  - Banners placed on a light pole, utility pole, or over a street, as part of a special event of general civic interest.
  - Signs authorized by township trustees.
- Signs placed on vehicles and trailers which are parked and used primarily as a sign.
- Signs and posters placed on trees, fences, light poles and utility poles, excepting parking lot zone signs on light poles.
- Banners, pennants, balloons, streamers, and other temporary signs, except on a temporary basis as described in §340.06.
- Attached signs placed on a roof or above the parapet wall of a building, excepting signs on water towers and smokestacks.
- Freestanding signs placed where they might obscure a clear view of traffic on intersecting streets, and traffic warning and control signals and signs.
- Signs that closely resemble or imitate official signs and traffic control devices.
- Signs blocking doors, windows, vents, stairs and ramps.
- Off-site advertising and directional signs, including billboards. This restriction does not apply to garage sale signs, temporary personal opinion signs, or freestanding signs in commercial and industrial areas identifying a business on an adjacent flag lot.
- Signs built and displayed without a sign permit, if a sign permit is required.
- Portable signs, A-frame signs and snipe signs.
- Signs originally built as portable signs, permanently mounted on a building or the ground.
- Pylon signs.
- Large objects such as cars, boats, motorcycles, off-road vehicles, engine blocks, home appliances, heavy equipment, industrial machinery, truck trailers, aircraft, and similar objects used as or included in freestanding or attached signs.
- Signs not expressly allowed in this section or elsewhere in the Land Development Code.

#### **411.6 Temporary signs**

##### **411.6.1 Temporary displays**

Temporary displays, where permitted, may include these items:

- Banners, ≤1’2 in area for each linear foot (.3 m<sup>2</sup>/1m) of visible wall it will be placed on.
- Banners placed over the street to identify special events of general civic interest. Such displays must not be used for commercial advertising. Sponsor identification may be displayed on ≤25% of the banner face area.

- Pennants and streamers.
- Balloons and other inflatable objects  $\leq 20'$  (6 m) in height. Such displays must not be placed on top of a building.

One seven day grand opening is permitted over the span of a business.

#### 411.6.2 Construction sign display time

Construction signs must be removed within 48 hours after construction is complete.

#### 411.6.3 Real estate sign display time

Real estate signs must be removed within 48 hours after the lease or sale of the identified property.

#### 411.6.4 Temporary development sign display time

Temporary development sign may be displayed for up to one year, or until the last home or lot in the development is sold.

### 411.7 Sign design

#### 411.7.1 Architectural compatibility

- There must be architectural harmony and unity of signs in a business or shopping center. Sign type, color, scheme, size and illumination in the center must be coordinated and compatible with the site's architectural character.
- The zoning administrator may require a master sign plan to be submitted and approved with a general development plan or site plan for a shopping center.

#### 411.7.2 Color

- Sign color must reinforce the architectural character of the site. Fluorescent, iridescent and other colors that are harsh and disrupt the character of the site are prohibited.
- Sign frame and support colors must match primary finish and colors of buildings on the lot.

#### 411.7.3 Shape

Sign silhouettes must be simple and compatible with the host building. Signs of excessively complicated design, composed of many different connected shapes, or that disrupt the architectural order and composition of their host building are prohibited.

#### 411.7.4 Illumination

- Illumination must be shielded so there is no glare in the public right-of-way and adjacent properties, and directed so it does not point towards the sky.
- Illumination must be steady and even over the entire sign face. The full number of lighting elements must be kept in working condition.
- Signs visible from a residential zoning district may be illuminated only during business hours.

#### 411.7.5 Sign copy and items of information

Permanent on-premises signs may have up to eight items of information on the sign face. This restriction does not apply to changeable copy displays and temporary displays.

#### 411.7.6 Shopping center signs and tenant identification

Shopping center signs may include the name of the shopping center, and up to three primary tenants only.

#### 411.7.7 Signs as identification only

On-premises signs may only display the business name, logo and a one line slogan. Advertising, detailed lists of services and products offered, phone numbers, and e-mail and Web addresses are prohibited, excepting changeable copy area.

#### 411.7.8 Lettering

- The number of different typefaces on a sign must be kept to a minimum.
- Lettering and copy must not be crowded onto a sign and must leave ample space around the copy and artwork to preserve legibility.
- Changeable copy sign lettering must be easy to read, with a uniform color and typeface.

#### 411.7.9 Attached sign placement

- Attached signs must not disrupt the architectural composition of the building façade, or overlap features such as cornices, eaves, window and door frames, columns and other decorative elements.
- Signs must be placed  $\geq 36"$  from the vertical edge of a wall, and other attached signs.

#### 411.7.10 Attached sign height

- Attached signs must be placed entirely below the lowest point of a building's parapet wall, excepting signs on water towers and smokestacks.
- The lowest point of a projecting or awning sign must be  $\geq 9'$  (2.75 m) above the sidewalk.

#### 411.7.11 Window sign area

- Window signs may cover  $\leq 20\%$  of the window area.
- Window signs are not considered in measuring the overall sign face area on a wall.

#### 411.7.12 Freestanding sign placement

- Freestanding signs must not be placed where they obscure important architectural features such as entrances, display windows or decorative elements when seen from the public right-of-way.
- Freestanding signs must not be placed in or project over the public right-of-way, or create a visual obstruction in a vertical space between 3' (90 cm) and 10' (3 m) above the curb in the clear vision area.

#### 411.7.13 Shopping center freestanding signs

Freestanding signs identifying a shopping center or business must be monument type. The sign base must match the dominant masonry surface material of the main building.

#### 411.7.14 Freestanding sign landscaping

Landscaping must form an attractive cluster at the base of freestanding signs, in an area  $\geq 25\%$  of the sign height around the footprint.

#### 411.7.15 V-shaped signs

Back-to-back faces separated by a  $\geq 30^\circ$  angle are counted separately in measuring sign area.

#### 411.7.16. Color schemes as advertising

Trademark color patterns and banding are considered signage, and is included in sign area calculation. The fact that certain colors, banding or patterns are corporate, formula or signature colors or trademarks is not grounds for a variance or waiver.

### 411.8 Sign permits

Sign permit/zoning certificate requirements are detailed in the zoning resolution. Zoning administrator review and approval is required for proposed attached on-premises signs 32'2 (2.9m2) and larger, and all proposed freestanding signs before a sign permit is issued.

(future provision for detailed sign permit requirements)

### 411.9 Sign maintenance

#### 411.9.1 Building code compliance

Signs must be built and maintained in conformity with structural, electrical and safety standards of the most current Uniform Sign Code.

#### **411.9.2 Condition**

Signs must be kept clean and in good repair, visually and structurally. Braces, bolts, clips, fastenings and supporting frames must be securely affixed to the support structure or wall. Signs must be kept free of rust, rot, insect infestations, bird nests and other deterioration.

#### **411.9.3 Blank signs**

Sign faces that are unreadable, not maintained, or removed, leaving only the shell or support structure, must be replaced within 30 days or the sign must be removed. This is not an exception to the prohibition of nonconforming sign replacement.

#### **411.9.4 Unsafe signs**

Signs that are unsecured, unsafe or in danger of falling; or damaged, destroyed, taken down or removed for any purpose other than copy change, must be removed or repaired and made to comply with the Land Development Code.

#### **411.9.5 Removal**

When sign removal is required, the entire sign and supporting structure must be removed. Signs painted directly on an exposed masonry wall must be removed by a process that strips the entire sign from the wall, not by painting over the sign.

### **411.10 Nonconforming and abandoned signs**

#### **411.10.1 Nonconforming signs**

Requirements for nonconforming and abandoned signs are in section XXX.

#### **411.10.2 Abandoned signs**

Signs are considered abandoned if they:

- advertise or identify an object, person, institution, business, product, service, event or location that no longer exists or is no longer relevant.
- contain no message, are blank, or are partially or wholly illegible.
- contain a “rent me” type of message for more than 90 days.

Abandoned signs must be removed by the sign owner, property owner or Town. Abandoned signs must not be reused.

## **9.3 Joint Economic Development District**

A Joint Economic Development District (JEDD) is a special-purpose district that can be created by a contract between different municipal corporations and townships. A JEDD allows for the levying an income tax in the district, and the provision of municipal services in unincorporated areas. Income tax revenue in the JEDD area can be shared and used for municipal services, new sewer or water lines, road improvements, beautification, or other programs that will benefit the district.

Local government officials are working to create a JEDD that would include Madison Township, Geneva Township, and the villages of Madison, North Perry, Perry and Geneva-on-the-Lake.

If a JEDD is created, revenue can be used to fund infrastructure projects in the US 20 corridor such as sewer and water lines, and road improvements. Traffic issues and sewer and water service are considered the most pressing issues, based on opinions voiced at public meetings and survey results. If the Ohio Department of Transportation rebuilds and upgrades US 20 through the corridor, but will not make

certain improvements recommended by the plan (such as raised medians), JEDD revenue can be used to help fund those improvements.

Although addressing transportation and utility problems are a high priority, JEDD revenue should also be considered for less utilitarian “quality of life” projects such as landscaping and sidewalks.

In the spirit of the JEDD program, revenue should be directed towards projects in the district, and shared with other communities for projects that could indirectly benefit Madison Township. The intent of JEDD is not to use the funds it creates for boosting the general fund.

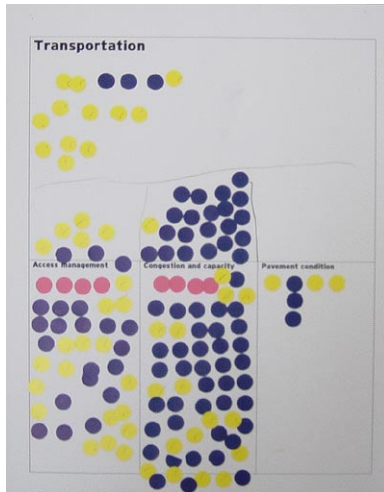
# A Appendix Survey

## 4.1 Introduction

In recent years, people have been besieged with surveys of some kind; long marketing research-related phone calls, political and opinion polls, requests to fill out customer satisfaction cards at restaurants and businesses, and more. Although the public may be faced with “survey overload,” it is still one of the most effective and efficient ways to gather citizen opinions about civic and planning-related issues.

In the planning process, it is important to know the thoughts and opinions of “stakeholders” – residents and businesspeople that may be affected in some way by the plan. The findings of planning-related surveys help shape the plan, and justify its goals and policies as reflecting the will of the stakeholders. It also offers planners and township officials insight into problems and issues that may not be readily seen. If survey findings are acknowledged and reflected in plan goals and policies, it results in a plan that residents are more likely to “take ownership” of and hold as their own, rather than regard as an edict from above.

Three surveys were conducted as part of the US 20 corridor planning process; a dot poster survey with those attending a corridor plan committee meeting, an interactive image preference survey before a large group of residents, and a written survey that garnered hundreds of responses from local residents and businesspeople. This chapter describes the surveys and their findings. (More detailed survey results are in the plan appendix.)



## 4.2 Dot poster survey

***Transportation and utility related issues are the major concerns of those attending planning meetings.***

An informal dot poster survey was conducted at the December 2004 Corridor Plan Committee meeting. Participants were given a sheet of 20 dot stickers. Committee members that were government officials or employees yellow dots, committee members who were part of the business community received pink dots, and citizens that attended were given blue dots. Six posters were displayed – transportation, urban design, utilities, land use, aesthetics, and “something else?” – with areas designated for specific issues in that category. Participants were asked to place their dot stickers in the areas they felt were important issues. If they believed one issue was more important, they could put more dots in that area than in others.

All groups were in agreement in the order of what they felt were the most important issues; transportation topped the list (40.5% of dot stickers), followed by utilities (31.1%), aesthetics (14.5%) and land use (10.5%). Those in government placed a greater importance on land use and aesthetic issues than other groups. The business group placed a much greater importance on transportation and utilities than other groups, almost to the exclusion of land use and aesthetics.

**Table 4-1: Dot poster survey results**

Category/issue	Board/ government group		Board/business group		Audience/citizens group		All participants	
	Dots	% of group	Dots	% of group	Dots	% of group	Dots	% of all
<b>Urban design</b>								
Urban design - general	2	1.1%	0	0.0%	0	0.0%	2	0.4%
Sidewalk and pedestrian connections	5	2.8%	2	3.4%	4	1.9%	11	2.5%
Poor site planning	1	0.6%	0	0.0%	0	0.0%	1	0.2%
No “sense of place”	1	0.6%	0	0.0%	0	0.0%	1	0.2%
<b>Urban design total</b>	<b>9</b>	<b>5.0%</b>	<b>2</b>	<b>3.4%</b>	<b>4</b>	<b>1.9%</b>	<b>15</b>	<b>3.4%</b>
<b>Utilities</b>								
	Dots	% of group	Dots	% of group	Dots	% of group	Dots	% of all

Table 4-1: Dot poster survey results								
Utilities - general	7	3.9%	0	0.0%	0	0.0%	7	1.6%
Sewer and water service	47	26.1%	22	37.9%	63	30.1%	132	29.5%
Overhead utility lines	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Utilities total</b>	<b>54</b>	<b>30.0%</b>	<b>22</b>	<b>37.9%</b>	<b>63</b>	<b>30.1%</b>	<b>139</b>	<b>31.1%</b>
<b>Land use</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of all</b>
Land use - general	8	4.4%	0	0.0%	8	3.8%	16	3.6%
Proliferation of low-end uses	5	2.8%	0	0.0%	2	1.0%	7	1.6%
Strip development	10	5.6%	0	0.0%	5	2.4%	15	3.4%
Obsolete and vacant commercial space	3	1.7%	0	0.0%	6	2.9%	9	2.0%
<b>Land use total</b>	<b>26</b>	<b>14.4%</b>	<b>0</b>	<b>0.0%</b>	<b>21</b>	<b>10.0%</b>	<b>47</b>	<b>10.5%</b>
<b>Aesthetics</b>	<b>Dots</b>	<b>% of group</b>	<b>Stickers</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of all</b>
Aesthetics - general	6	3.3%	0	0.0%	3	1.4%	9	2.0%
Signage	12	6.7%	2	3.4%	18	8.6%	32	7.2%
Landscaping	5	2.8%	2	3.4%	4	1.9%	11	2.5%
Architecture	7	3.9%	2	3.4%	4	1.9%	13	2.9%
<b>Aesthetics total</b>	<b>30</b>	<b>16.7%</b>	<b>6</b>	<b>10.3%</b>	<b>29</b>	<b>13.9%</b>	<b>65</b>	<b>14.5%</b>
<b>Transportation</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of all</b>
Transportation - general	12	6.7%	0	0.0%	3	1.4%	15	3.4%
Access management	22	12.2%	4	6.9%	18	8.6%	44	9.8%
Road congestion and capacity	17	9.4%	4	6.9%	59	28.2%	80	17.9%
Pavement condition	3	1.7%	0	0.0%	3	1.4%	6	1.3%
Overpass/underpass (something else?)	7	3.9%	20	34.5%	9	4.3%	36	8.1%
Dayton to 20 (something else?)*	0	0.0%	0	0.0%	3	1.4%	3	0.7%
528 improvements (something else)*	0	0.0%	0	0.0%	3	1.4%	3	0.7%
<b>Transportation total</b>	<b>61</b>	<b>33.9%</b>	<b>28</b>	<b>48.3%</b>	<b>92</b>	<b>44.0%</b>	<b>181</b>	<b>40.5%</b>
<b>Overall total</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of group</b>	<b>Dots</b>	<b>% of all</b>
<b>Total</b>	<b>180</b>	<b>100.0%</b>	<b>58</b>	<b>100.0%</b>	<b>209</b>	<b>100.0%</b>	<b>447</b>	<b>100.0%</b>
* - outside of study area, and not tallied in final results								

For specific issues, those dealing with traffic and utilities ranked towards the top in all groups. Even though the term “access management” is not well known outside of the planning and transportation engineering profession, it ranked high among the business and citizen groups.

Table 4-2: Dot survey results - top ten specific issues		
Board/government group	Board/business group	Audience/citizen group
1) Sewer and water service (26.1%)	1) Sewer and water service (37.9%)	1) Sewer and water service (30.1%)
2) Access management (12.2%)	2) Access management (6.9%)	2) Road congestion and capacity (28.2%)
3) Road congestion and capacity (9.4%)	3) Road congestion and capacity (6.9%)	3) Access management (8.6%)
4) Signage (6.7%)	4) Signage (3.4%)	4) Signage (8.6%)
5) Strip development (5.6%)	5) Architecture (3.4%)	5) Obsolete and vacant commercial space (2.9%)
6) Architecture (3.9%)	6) Sidewalk and pedestrian connections (3.4%)	6) Strip development (2.4%)
7) Sidewalk and pedestrian connections (2.8%)	7) Landscaping (3.4%)	7) Architecture (1.9%)
8) Proliferation of low-end uses (2.8%)	8) n/a	8) Sidewalk and pedestrian connections (1.9%)
9) Landscaping (2.8%)	9) n/a	9) Landscaping (1.9%)
10) Obsolete and vacant commercial space, tie with pavement condition (1.7%)	10) n/a	10) Pavement condition (1.4%)
“Overpass/underpass” was not included because it was added as an issue under “Something else?”. Technically, it is not a current issue, but a desired project; there are no grade-separated crossings in the corridor.		

At the following committee meeting, when the dot poster survey results were discussed, there was general agreement that the low-ranked land use and aesthetic issues are still important, and should not be ignored; the low scores should not indicate that they are not seen as problems. The major issues, though, were all relate to transportation and utilities.

### 4.3 Image preference survey

*The current built environment of the US 20 corridor is unappealing to most residents. Residents generally do not like corporate or utilitarian styling, large and unbroken parking lots, metal buildings, plain rooflines, or bright primary colors. They prefer buildings with interesting architectural features, and varied but muted and complementary colors, on a landscaped site*

*with well-defined pedestrian paths, parking areas, and short signs, in a contemporary suburban setting. Residents also like nurseries.*

An image preference survey is used to create a community-based measure of visual appeal. The results of an image preference survey help the community define and justify the preferences for future development and the built environment: architecture, signs, building setbacks, landscaping, parking areas, size and massing, and other design elements. The results of the survey can also indirectly reveal preferences for certain land uses.

An image preference survey was conducted as part of a workshop held at Madison High School in March 2005. The 99 percipients were shown 16 slides, each with four different scenes of suburban commercial development. Participants were asked to rank each scene on a scale of -5 (most negative or disliked) to +5 (most positive or liked), judging both visual appeal and the degree to which the scene looks like something they want to see along the US 20 corridor. The results, ordered from those judged most positive to most negative, are shown below.



**1 Colony Place - Charlotte, North Carolina**  
Photo 36 Mean score: +2.18



**2 Colony Place - Charlotte, North Carolina**  
Photo 49 Mean score: +1.88



**3 West Oaks Town Center - Ocoee, Florida**  
Photo 5 Mean score: +1.26



**4 Golfsmith - Westminster, Colorado**  
Photo 28 Mean score: +1.24



**5 US 20 streetscape with nursery - Madison Township**  
Photo 33 Mean score: +1.19



**6 McDonalds - Freeport, Maine**  
Photo 44 Mean score: +1.18



**7 Pulse Fitness - Fort Collins, Colorado**  
Photo 62 Mean score: +1.17



**8 Pulse Fitness - Fort Collins Colorado**  
Photo 48 Mean score: +1.14



**9 Lowe's - Dublin, Ohio**  
Photo 6 Mean score: +1.10



**10 Home Depot - Lake Geneva, Wisconsin**  
Photo 30 Mean score: +1.08



**11 KFC - Jasper, Alberta**  
Photo 14 Mean score: +1.06



**12 Londonderry Square - Londonderry, New Hampshire**  
Photo 54 Mean score: +0.93



**13 Windham Commons - Salem, New Hampshire**  
Photo 41 Mean score: +0.78



**14 Amoco gas station - West Palm Island, Florida**  
Photo 12 Mean score: +0.76



**15 Gresham Place - Gresham, Oregon**  
Photo 20 Mean score: +0.68



**16 Men's Wearhouse - Olathe, Kansas**  
Photo 32 Mean score: +0.63



**17 McDonalds - Londonderry, New Hampshire**  
Photo 46 Mean score: +0.62



**18 Home Depot parking lot - Fort Collins, Colorado**  
Photo 39 Mean score: +0.61



**19 Strip plaza - Williamsville, New York**  
Photo 29 Mean score: +0.50



**20 Prairie Village Shops - Prairie Village, Kansas**  
Photo 47 Mean score: +0.34



**21 Gresham Place - Gresham, Oregon**  
Photo 40 Mean score: +0.28



**22 US 20 streetscape with nursery - Madison Township**  
Photo 38 Mean score: +0.27



23 Fazoli's - Olathe, Kansas  
Photo 7 Mean score: +0.07



24 Commerce Bank - Olathe, Kansas  
Photo 22 Mean score: +0.03



25 Wal-Mart - Charlotte, North Carolina  
Photo 34 Mean score: -0.01



26 Flying J truck stop restaurant portion - Ashtabula, Ohio  
Photo 12 Mean score: -0.04



27 Strip plaza (Mentor Avenue/US 20) - Mentor, Ohio  
Photo 23 Mean score: -0.07



28 Wal-Mart - Conway, New Hampshire  
Photo 50 Mean score: -0.14



**29 Downtown streetscape - Chagrin Falls , Ohio**  
Photo 35 Mean score: -0.23



**30 Staples - North Conway, New Hampshire**  
Photo 52 Mean score: -0.26



**31 Main Street streetscape - Williamsville, New York**  
Photo 18 Mean score: -0.29



**32 Strip plaza (Mentor Avenue/US 20) - Mentor, Ohio**  
Photo 23 Mean score: -0.38



**33 Olde Providence Common - Merideth, New Hampshire**  
Photo 59 Mean score: -0.39



**34 Southlake Shops - Southlake, Texas**  
Photo 25 Mean score: -0.43



35 Mentor Avenue/US 20 streetscape - Mentor, Ohio  
Photo 13 Mean score: -0.65



36 Downtown streetscape - Chagrin Falls, Ohio  
Photo 57 Mean score: -0.68



37 Village Pump gas station - Fort Collins, Colorado  
Photo 2 Mean score: -0.74



38 Main Street streetscape - Williamsville, New York  
Photo 3 Mean score: -0.77



39 Metal buildings (US 20) - Madison Township  
Photo 10 Mean score: -0.80



40 Tom's BBQ - Toledo, Ohio  
Photo 45 Mean score: -0.82



41 Main Street streetscape - Lewiston, New York  
Photo 9 Mean score: -0.86



41 Pizza Hut (US 20) - Madison Township  
Photo 27 Mean score: -1.02



43 Total gas station - Fort Collins, Colorado  
Photo 42 Mean score: -1.07



44 Wal★Mart Supercenter - Anywhere USA  
Photo 63 Mean score: -1.20



45 Christian Brothers Automotive - Olathe, Kansas  
Photo 16 Mean score: -1.41



46 Appliance Direct - Winter Garden, Florida  
Photo 31 Mean score: -1.47



47 Loading dock - Westminster, Colorado  
Photo 58 Mean score: -1.48



48 Fast food restaurants - Winter Garden, Florida  
Photo 8 Mean score: -1.49



49 US 20 streetscape - Madison Township  
Photo 43 Mean score: -1.61



50 Interstate 40 frontage road streetscape - Amarillo, Texas  
Photo 64 Mean score: -1.78



51 Dodge's Gas and Chicken - Winter Garden, Florida  
Photo 26 Mean score: -1.86



52 Wal★Mart - Anchorage, Alaska  
Photo 17 Mean score: -1.89



53 Convenient Food Mart - Painesville, Ohio  
Photo 56 Mean score: -1.90



54 Party center (US 20) - Madison Township  
Photo 19 Mean score: -1.91



55 BP gas station (US 20) - Madison Township  
Photo 60 Mean score: -1.95



56 Mentor Avenue/US 20 streetscape - Painesville Township, Ohio  
Photo 61 Mean score: -1.95



57 Independence RV - Winter Garden, Florida  
Photo 24 Mean score: -2.05



58 NAPA Auto Parts (US 20) - Madison Township  
Photo 55 Mean score: -2.08



59 Used car lot - Winter Garden, Florida  
Photo 15 Mean score: -2.30



60 Jower's Batteries - Winter Garden, Florida  
Photo 4 Mean score: -2.32



61 Marc's (US 20) - Madison Township  
Photo 1 Mean score: -2.49



62 US 20 streetscape with informal auto sales -  
Madison Township  
Photo 21 Mean score: -2.53



63 White Sands Boulevard streetscape - Alamogordo,  
New Mexico  
Photo 11 Mean score: -2.61



64 US 20 streetscape with auto sales - Madison  
Township  
Photo 51 Mean score: -2.64

Traits commonly found in higher-scoring scenes include the following:

- **Building materials:** varied materials and textures, large amount of masonry coverage.
- **Roofs:** varied rooflines, varied parapet wall height, dormers, no visible mechanical equipment.
- **Facades and walls:** varied wall depths, regular projections and recesses breaking up long walls, high amount of transparency (coverage of a surface by windows and doors), four-sided design (architectural details on a building façade included on other walls.).
- **Colors:** neutral, muted and dark natural colors, contrast provided by a complementary shade.
- **Signage:** short monument signs, clear and simple wall signs, individual channel letters.
- **Landscaping:** clearly defined landscaped areas, simple plant arrangements, well-maintained turf.
- **Parking areas:** well-maintained surface, clearly defined spaces, use of different materials, landscaping islands.

Traits common in lower-scoring scenes include:

- **Building materials:** single material, prefabricated metal structures.
- **Roofs:** basic hipped roofline, flat or shallow pitch roof, parapet height uniform or with little variation.
- **Facades and walls:** long straight walls and lines, no variation in depth, low amount of transparency (coverage of a surface by windows and doors).
- **Colors:** bright and/or garish primary colors, contrast nonexistent or else provided by a clashing color.
- **Signage:** tall pole signs, flat wood or internally lit box wall signs, signs filled with many words.
- **Landscaping:** non-existent or informal in “leftover areas.”
- **Parking areas:** undefined “park wherever” or poorly-defined parking areas, continuous curb cuts from the street, no dedicated landscaping.

Other interesting findings include:

- **Control image scoring:** The two occurrences of a control image (Pulse Fitness in Fort Collins) scored about the same.
- **Village versus suburban development:** Scenes of contemporary suburban retail development generally rate higher than traditional village streetscapes. However, village-like development in a suburban context, with off-street parking, rated highly.
- **Sidewalks:** In scenes showing a road, those with sidewalks separated from the street with a wide tree lawn typically score higher than those that show no sidewalks along the road, or sidewalks with no tree lawn that touch the curb.
- **Chain stores and restaurants:** National chains located in uniquely designed buildings rate much higher than those with standard corporate or “trade dress” architecture.
- **Nurseries:** A scene of greenhouse tents at a nursery on an empty US 20 is rated as the fifth most favorable image. A similar scene, the only differenced being traffic on US 20 and a battered continuous curb cut, is ranked as the 22<sup>nd</sup> most favorable image.
- **Mentor:** Scenes along US 20 in Mentor are ranked in the top half of all images.
- **Vehicle-related uses:** Regardless of the presence of traits found in higher-ranked images, vehicle-related uses (gas stations, repair garages, auto parts stores) usually scored low. The exception is an Amoco station in Florida, which is ranked the 14<sup>th</sup> most favorable image. Gas stations with canopies in bright primary colors all rank lower than those with subtle neutral or dark colors.
- **Overhead utilities:** Only three of the 32 top rated images show overhead utility lines. Sixteen of the 32 bottom rated images show overhead utility lines.
- **US 20 development versus a suburban Denver loading dock:** A loading dock behind the City Center Marketplace shopping center in Westminster, Colorado rated much higher (47<sup>th</sup>, mean score -1.48) than seven scenes of typical commercial development along US 20.

#### 4.4 Township newsletter/mail survey

*In multiple choice questions, residents and businesspeople agree that the most important issues are related to transportation and infrastructure. However, in the essay question, there was a far greater emphasis on aesthetics, land use and community character. Residents and businesspeople hold similar views on transportation and utility-related issues, but their opinions differ greatly on many other issues, especially nursery and agricultural preservation, land use, and desired businesses.*

##### Question 1: Where do you live?

About three-quarters of all survey respondents (76.4%) live in Madison Township. About one-sixth (16.6%) live in Madison Village. Those living elsewhere in Lake County make up 4% of all respondents. About 1.5% of survey responses are from Ashtabula County residents, and 1% from Geauga County residents.

Residence	Number	%	Residence	Number	%
Madison Township	594	76.4%	Harpersfield Township (Ashtabula)	5	0.6%
Madison Village	129	16.6%	Thompson Township (Gauga)	6	0.7%
Perry Township (Lake)	11	1.4%	Lake County - elsewhere	8	1.0%
Perry Village (Lake)	3	0.3%	Ashtabula County - elsewhere	5	0.6%
North Perry Village (Lake)	4	0.5%	Gauga County - elsewhere	2	0.2%
Leroy Township (Lake)	6	0.7%	Somewhere else	2	0.2%
Geneva Township (Ashtabula)	2	0.2%	<b>Total</b>	<b>777</b>	

##### Question 2: Do you own or manage a property along US 20 in Madison Township?

The survey asks if the respondent owns property along US 20, and if so whether it is residential, commercial, agricultural or vacant. 671 respondents, or about 86%, do not own or manage property along the US 20 corridor.

39 respondents (5%) own or manage residential property along US 20. All but one lives in Madison Township. 55 respondents (7%) own or manage commercial property along US 20, of which 44% live outside of Madison Township. Five respondents (0.6%), all living in the township, own or manage agricultural property along US 20.

Ownership	All received surveys		Township residents		Non-township residents	
	Number	%	Number	% of category	Number	% of category
Do not own or manage property	671	86.3%	515	76.8%	156	23.2%
Own/manage commercial property	55	7.0%	31	56.4%	24	43.6%
Own/manage residential property	39	5.0%	38	97.4%	1	2.6%
No answer	6	0.7%	4	66.6%	2	33.4%
Own or manage agricultural property	5	0.6%	5	100.0%	0	0.0%
Own or manage vacant property	1	0.1%	1	100.0%	0	0.0%
<b>Total owning or managing property</b>	<b>100</b>	<b>12.8%</b>	<b>75</b>	<b>75.0%</b>	<b>25</b>	<b>25.0%</b>

##### Question 3: Do you own or manage a business along US 20 in Madison Township?

The survey asks if the respondent owned or managed a business, and if so what type of business it is; retail, nursery/agriculture, vehicle-related, construction and contracting, professional, or another type of service. 73 respondents, or about 9%, indicate that they owned or managed a business along US 20. Those living outside of the township accounted for 42.5% of business owners or managers. Only 7% of the respondents who are Madison Township residents indicate they owned or managed a business, compared to about 31% of non-township residents.

All respondents that indicated owning or managing a nursery live in the township. Those owning or managing professional and vehicle-related businesses are less likely to live in the township. Those owning or managing a retail or construction-related business are more likely to live in the township.

Ownership	All received surveys		Township residents		Non-township residents	
	Number	%	Number	% of category	Number	% of category
Do not own or manage business	693	89.2%	543	78.4%	150	21.6%
Own or manage business - retail	23	3.0%	15	65.2%	8	34.8%
Own or manage business - other service	22	2.8%	11	50.0%	11	50.0%
Own or manage business - professional	12	1.5%	5	41.7%	7	58.3%
No answer	11	1.4%	9	81.8%	2	18.2%
Own or manage business - nursery/agriculture	7	0.9%	7	100.0%	0	0.0%
Own or manage business - vehicle-related	6	0.7%	2	33.4%	4	66.6%
Own or manage business - construction	3	0.3%	2	66.6%	1	33.4%
<b>Total owning or managing a business</b>	<b>73</b>	<b>9.4%</b>	<b>42</b>	<b>57.5%</b>	<b>31</b>	<b>42.5%</b>

**Question 4: The following are issues that the project may address. Which do you think are the most important?**

The survey asks respondents to score 24 issues that the plan may address, from 1 (not important) to 5 (most important). No issues received a total median score under 2.8; and all are judged important to some extent.

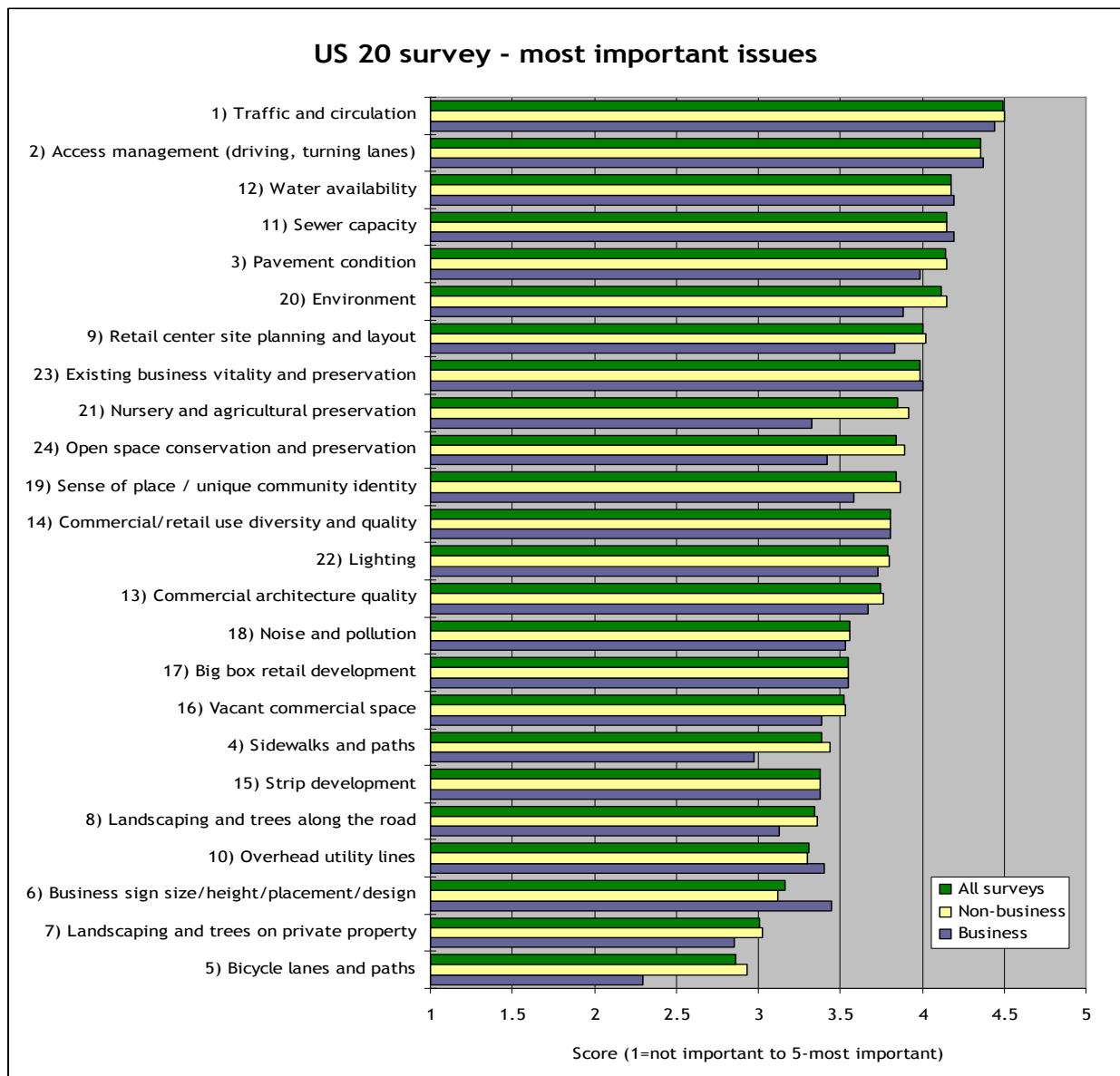
Transportation and infrastructure-related issues – traffic, access management, road pavement condition, and sewer and water service – received the highest scores. The standard deviation for transportation and infrastructure-related issues is lower than for other issues, meaning a greater number of responses are close to the median score, and that there is more agreement among respondents.

Issue	Score (1=not important to 5=most important)					
	All received surveys		Residential / non-business owners/managers		Business owners/managers	
	Median score	Standard deviation	Median score	Standard deviation	Median score	Standard deviation
Traffic and circulation [1]	4.49	0.82	4.50	0.80	4.44	0.99
Access management (driving, turning lanes) [2]	4.36	0.85	4.36	0.84	4.37	0.95
Water availability [12]	4.18	1.01	4.18	1.00	4.19	1.08
Sewer capacity [11]	4.15	1.03	4.15	1.02	4.19	1.10
Pavement condition [3]	4.14	0.90	4.15	0.89	3.99	0.97
Environment [20]	4.12	1.02	4.15	1.01	3.88	1.08
Retail center site planning and layout [9]	4.00	1.08	4.02	1.07	3.83	1.16
Existing business vitality and preservation [23]	3.99	1.06	3.99	1.04	4.00	1.23
Nursery and agricultural preservation [21]	3.85	1.24	3.92	1.20	3.33	1.45
Sense of place / unique community identity [19]	3.84	1.18	3.87	1.16	3.58	1.36
Open space conservation and preservation [24]	3.84	1.23	3.89	1.20	3.42	1.32
Commercial/retail use diversity and quality [14]	3.81	1.10	3.81	1.10	3.81	1.14
Lighting [22]	3.79	1.03	3.80	1.03	3.73	1.08
Commercial architecture quality [13]	3.75	1.10	3.76	1.10	3.67	1.08
Noise and pollution [18]	3.56	1.22	3.56	1.22	3.53	1.22
Big box retail development [17]	3.55	1.39	3.55	1.39	3.55	1.41
Vacant commercial space [16]	3.52	1.26	3.53	1.25	3.39	1.38
Sidewalks and paths [4]	3.39	1.24	3.44	1.23	2.97	1.31
Strip development [15]	3.38	1.29	3.38	1.30	3.38	1.27
Landscaping and trees along the road [8]	3.34	1.22	3.36	1.22	3.13	1.20
Overhead utility lines [10]	3.31	1.22	3.30	1.22	3.40	1.26
Business sign size/height/placement/design [6]	3.16	1.21	3.12	1.20	3.45	1.21
Landscaping and trees on private property [7]	3.01	1.31	3.03	1.31	2.85	1.31
Bicycle lanes and paths [5]	2.86	1.36	2.93	1.35	2.30	1.34
The number after the issue type is the order that it appeared on the survey.						

Ironically, issues related to non-motor vehicle related transportation – sidewalks and bicycle accommodations – rank far lower in importance, but are still not seen as unimportant.

The largest standard deviation from residents is for big box retail development, followed by bicycle accommodations, landscaping and strip commercial development. Among businesspeople, the largest standard deviation is for nursery and agricultural preservation, followed by big box retail and vacant commercial space. A high standard deviation means there is more spread among the scores, and thus less agreement about the importance of the issue among respondents.

Both businesspeople and residents agree on the importance of transportation and infrastructure-related issues. Businesspeople scored fifteen issues as less important than did residents, with the largest differences in nursery and agricultural preservation (-0.59 points), open space conservation and preservation (-0.47 points), sense of place and unique community identity (-0.29 points), environmental concerns (-0.27 points), sidewalks and pedestrian accommodations (-0.47 points), and bicycle accommodations (-0.63 points).



## Question 5: What types of uses do you want to see along US 20?

Question 5 asks respondents to score the desirability of 27 different types of land uses and businesses, from -2 (strongly oppose) to +2 (strongly support).

The most desired uses and business types are those that are in short supply along the corridor; sit down restaurants, entertainment, medium and small scale retail, grocery stores, and professional offices. The desire for mid-end sit-down restaurants and retail uses is a frequent topic at corridor planning meetings. Multi-family housing, vehicle-related uses such as car repair and sales, semi-industrial uses such as contractor yards and equipment rental, and low-end uses including mobile home sales, mobile home parks and fast food restaurants scored as undesirable uses.

The largest standard deviation, from both business owners and managers and others, is for big box retail development.

Business type or land use	Score (-2 strongly oppose to +2 strongly support)					
	All received surveys		Residential / non-business owners/managers		Business owners/managers	
	Median score	Standard deviation	Median score	Standard deviation	Median score	Standard deviation
Sit-down restaurants [7]	1.20	1.11	1.23	1.07	1.00	1.39
Nurseries [27]	0.70	1.27	0.77	1.23	0.08	1.42
Entertainment (movie theaters, etc.) [10]	0.78	1.28	0.76	1.28	1.00	1.21
Medium-scale retail and commercial [3]	0.73	1.23	0.72	1.24	0.84	1.21
Small-scale retail and commercial [4]	0.73	1.10	0.70	1.10	0.99	1.03
Grocery stores [5]	0.70	1.22	0.69	1.22	0.73	1.26
Professional and medical offices [12]	0.66	1.08	0.64	1.07	0.84	1.17
Banks [13]	0.43	1.10	0.41	1.10	0.61	1.09
Large big box stores [1]	0.39	1.60	0.39	1.59	0.33	1.70
Medium big box stores [2]	0.41	1.43	0.38	1.43	0.60	1.39
Information technology [14]	0.36	1.01	0.33	0.99	0.59	1.10
Light industry [15]	0.29	1.28	0.25	1.27	0.60	1.28
Single family houses [23]	0.17	1.34	0.18	1.34	0.05	1.39
Gas stations [16]	0.17	1.15	0.13	1.16	0.47	1.02
Personal services [9]	0.13	1.07	0.09	1.08	0.43	0.99
Convenience stores [6]	0.00	1.22	-0.03	1.22	0.28	1.20
Hotels and motels [11]	0.01	1.35	-0.05	1.34	0.54	1.37
Auto parts stores [21]	-0.09	1.11	-0.11	1.11	0.11	1.08
Fast food restaurants [8]	-0.10	1.26	-0.12	1.25	0.04	1.35
Vehicle and engine repair and service [18]	-0.19	1.17	-0.22	1.16	0.06	1.22
Townhouses [24]	-0.28	1.29	-0.29	1.28	-0.17	1.31
Auto, truck and RV sales [19]	-0.52	1.17	-0.56	1.15	-0.16	1.27
Heavy equipment sales and rental [17]	-0.64	1.15	-0.69	1.14	-0.21	1.21
Contractor yards [22]	-0.68	1.11	-0.71	1.09	-0.38	1.23
Apartment complexes [25]	-0.71	1.21	-0.73	1.20	-0.49	1.33
Mobile home sales [20]	-0.85	1.10	-0.88	1.08	-0.60	1.23
Mobile home parks [26]	-1.19	1.11	-1.21	1.09	-1.00	1.24

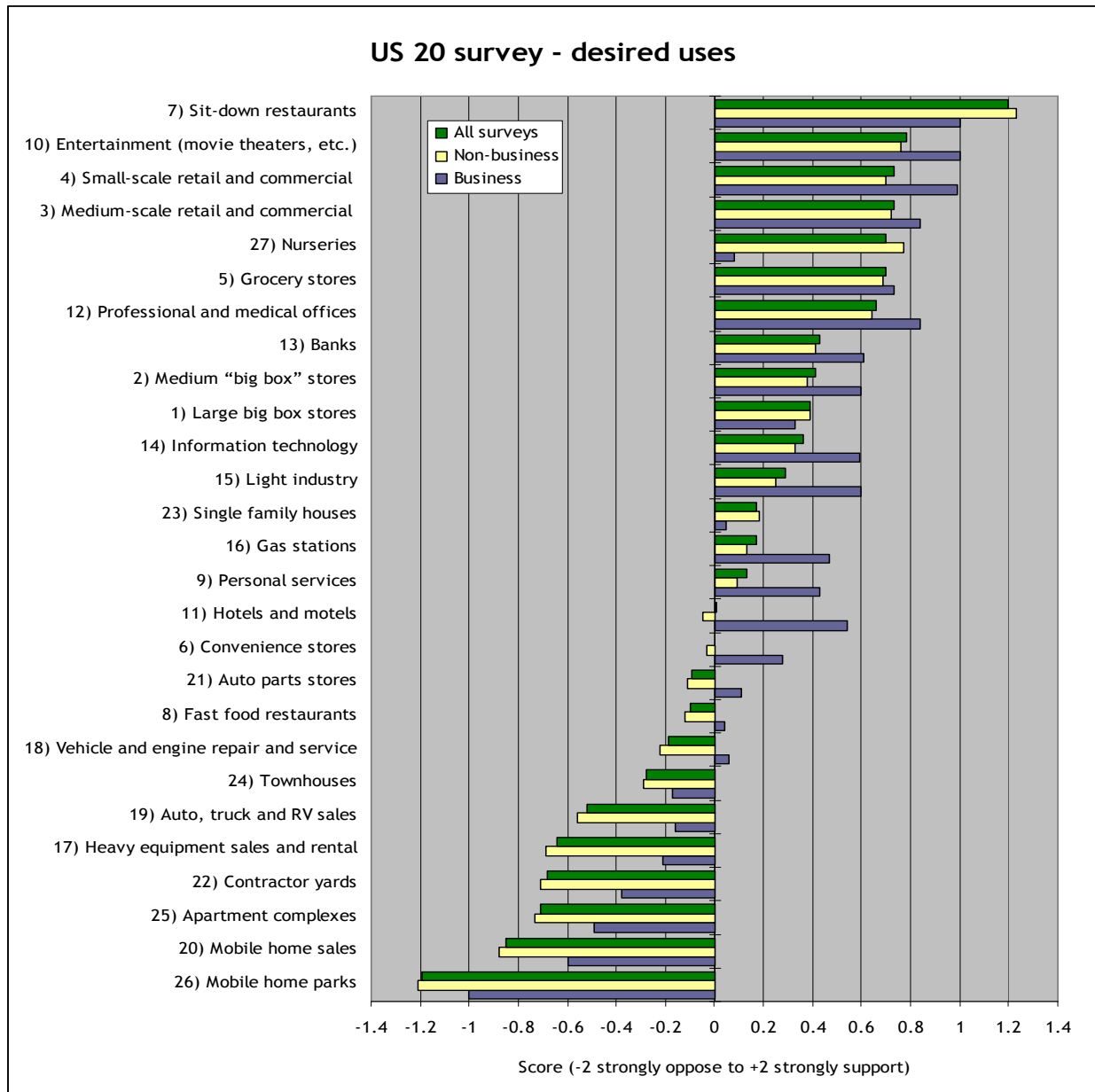
The number after the use or business type is the order that it appeared on the survey.

Business owners and managers scored the desirability of various uses quite differently than other respondents. Nowhere is this more evident than the desirability of nurseries. Nurseries scored as the second most desirable use (0.77) by residential respondents. In the image preference survey, scenes of nurseries scored among the most favorable images. Business owners and managers are far less attached to nurseries than residents; they scored as the 11<sup>th</sup> least desirable use (0.08), between auto parts stores and vehicle and engine repair.

Business owners and managers scored low-end uses much higher than residential respondents. Vehicle and engine repair, fast food restaurants, auto parts stores and convenience stores received positive scores by businesspeople, but negative scores by residential respondents. Opposition to auto sales, heavy

equipment sales and rental, contractor yards and mobile home sales is much stronger among residential respondents than business owners and managers. Business owners and managers are far more supportive of personal services, gas stations and light industry than residential respondents.

Hotels and motels were scored highly by businesspeople (11<sup>th</sup> most desirable, 0.54), but low by others (17<sup>th</sup> most desirable, -0.05). There are no nationally branded hotels or motels along the US 20 corridor. Some 1950-era motels have been converted to efficiency apartments or offices, while a few others are still in business.



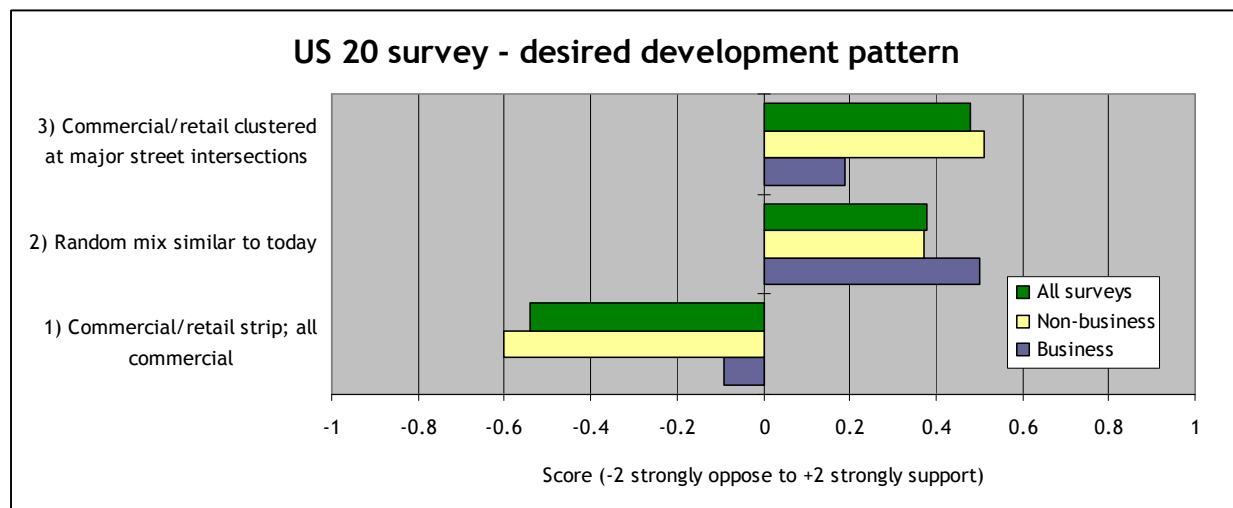
#### Question 6: What development pattern would you like to see along US 20?

Question 6 asks respondents to score the desirability of three development patterns – a random mixture like that of US 20 today, a continuous retail and commercial strip, and clustering of retail and commercial uses near intersections – from -2 (strongly oppose) to +2 (strongly support).

The most desired pattern is commercial clusters at major street intersections, with residential and agricultural uses between them. A random mix of retail, commercial, vehicle-related, residential, agricultural and industrial uses scored second. Respondents were generally opposed to strip development, with retail uses stretching from Townline Road to County Line Road.

Development pattern	Score (-2 strongly oppose to +2 strongly support)					
	All received surveys		Residential / non-business owners/managers		Business owners/managers	
	Median score	Standard deviation	Median score	Standard deviation	Median score	Standard deviation
Commercial/retail clustered at major street intersections, residential and nursery/agriculture between clusters [3]	<b>0.48</b>	1.42	<b>0.51</b>	1.43	<b>0.19</b>	1.37
Random mix of retail, commercial, vehicle-related uses, residential, agricultural, and light industrial (similar to today) [2]	<b>0.38</b>	1.28	<b>0.37</b>	1.27	<b>0.50</b>	1.37
Commercial/retail strip; all commercial uses from one end of the township to the other [1]	<b>-0.54</b>	1.53	<b>-0.60</b>	1.51	<b>-0.09</b>	1.65
The number after the development pattern is the order that it appeared on the survey.						

Business owners and managers have a much different opinion about a desired development pattern than residential respondents. Business owners overwhelmingly prefer the current random development pattern of the corridor to development clustered at intersections, and offer less opposition to strip development than residential respondents.



#### Question 7: If commercial development takes place along US 20, what form do you prefer?

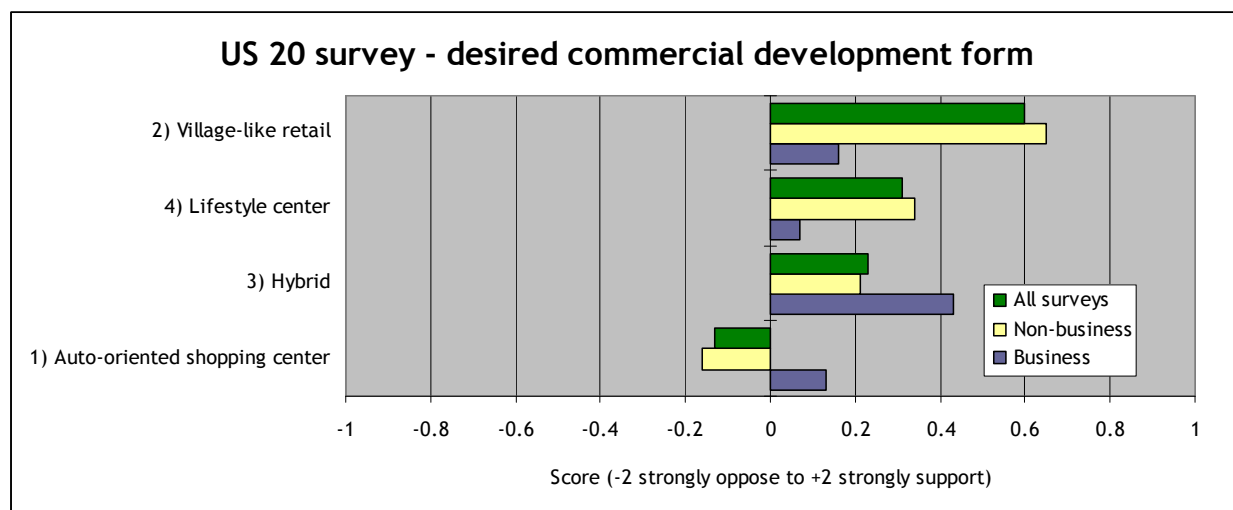
Question 7 asks respondents to score the desirability of four different forms of commercial development – how buildings, parking areas and landscaping are arranged on a site – from -2 (strongly oppose) to +2 (strongly support).

Village-like retail development, with a pedestrian-oriented environment, buildings and sidewalk in the front, and parking aside or behind a building, received the most support, followed by a “lifestyle center” configuration where buildings front on an internal “main street” and parking surrounds the development. Hybrid development, with some parking in front of the building, and some in the back, also received support.

There is mild opposition to auto-oriented shopping centers, where a large parking lot fronts the street, and buildings are pushed to the back of the site. Almost all retail and commercial development along the US 20 corridor today takes the form of auto-oriented centers, where parking is the dominant feature of the site.

Commercial development form	Score (-2 strongly oppose to +2 strongly support)					
	All received surveys		Residential / non-business owners/managers		Business owners/managers	
	Median score	Standard deviation	Median score	Standard deviation	Median score	Standard deviation
<b>Village-like retail</b> - pedestrian-oriented, buildings and sidewalk in the front, parking in the back or on the side (Madison Village, Chagrin Falls, downtown Willoughby) [2]	<b>0.60</b>	1.34	<b>0.65</b>	1.32	<b>0.16</b>	1.41
<b>Lifestyle center</b> - buildings centered on an internal "main street" (not US 20), with parking nearby (Legacy Village) [4]	<b>0.31</b>	1.42	<b>0.34</b>	1.42	<b>0.07</b>	1.42
<b>Hybrid</b> - some parking in the front, some on the sides, but not just a large parking lot in front (central Mentor) [3]	<b>0.23</b>	1.31	<b>0.21</b>	1.31	<b>0.43</b>	1.28
<b>Auto-oriented shopping center</b> - large parking lot in the front, row of buildings in the back (typical plaza or big box store) [1]	<b>-0.13</b>	1.54	<b>-0.16</b>	1.55	<b>0.13</b>	1.46
The number after the development form is the order that it appeared on the survey.						

As with question 6, business owners and managers have a much different view about desired development form than residential respondents. Business owners and managers are much less supportive of village-like retail and lifestyle center-type development than residential respondents. Business owners and managers as a group consider auto-oriented shopping centers – unfavorably seen among residential respondents -- as preferable to lifestyle center-type development.



#### Question 8: Anything else you would like to add?

The last question just asked "Anything else you would like to add?" This is a "written essay" question that allowed respondents to offer additional comments and ideas that would not be possible with the previous multiple-choice questions. About 70 common themes are reflected in the written comments. (Actual comments are included in the appendix.)

While transportation is judged a high priority in the dot survey and multiple choice questions of the mail survey, there is less weight given to transportation-related issues in question 8. Dominant themes are general traffic issues along US 20 and the need for better access management. Many responses are very specific about access management issues; the lack of access between properties, the number of driveways, and a need for rearage roads.

Table 4-8: US 20 survey comment themes - transportation	
Theme	Occurrences
<b>Access management - support:</b> currently bad, limit or remove driveways, adopt regulations	36
<b>Bicycles - oppose:</b> do not add bicycle paths and lanes, limit bicycle friendliness, bikes unsafe	2
<b>Bicycles - support:</b> provide bicycle paths and lanes, improve bike friendliness	7
<b>Lighting:</b> add or improve lighting on US 20 and/or other roads	5
<b>OH 2-Lakeland Freeway:</b> extend through town	6
<b>Pedestrians - support:</b> improve or add sidewalks and paths, improve pedestrian connectivity in shopping centers	12
<b>Public transit:</b> add routes, improve service frequency	1
<b>Speed limits:</b> decrease	4
<b>Speed limits:</b> increase	1
<b>Traffic - general:</b> traffic bad, widen US 20, concern about increasing traffic	41
<b>Traffic lights:</b> general issues; improve synchronization; add, remove or relocate signals	15
<b>Truck traffic:</b> reduce heavy truck traffic on US 20	3
<b>Turning lane:</b> center turning lane needed, dedicated side turning lanes needed	15

As with transportation, there is far less weight given to utility-related issues in question 8 than in the dot survey or multiple choice questions of the mail survey. Those that responded generally support improved sewer service, and want to see utility line undergrounding.

Table 4-8: US 20 survey comment themes - utilities	
Theme	Occurrences
<b>Sewer - support:</b> add or improve sewer lines in the US 20 area	8
<b>Sewer - oppose:</b> don't add sewer lines in the US 20 area	2
<b>Utility lines:</b> utility lines ugly, bury/underground overhead utility lines	4

The most common themes in responses addressing aesthetic issues are that the corridor is now unattractive, and that architectural design regulations and improved landscaping are needed. Poor property and building maintenance along the corridor is also a common theme.

Table 4-10: US 20 survey comment themes - built environment and aesthetics	
Theme	Occurrences
<b>Architectural design - support:</b> need regulations, want architectural consistency/quality, no more ugly buildings	29
<b>Architectural design - oppose:</b> don't be picky, who cares as long as it adds to the tax base	2
<b>Landscaping - support:</b> not enough landscaping, need more landscaping/buffers, need landscaping regulations	26
<b>Landscaping - oppose:</b> trees get in the way, don't worry about it	1
<b>Property maintenance:</b> poor property maintenance, need better enforcement, clean up trash/vehicles	20
<b>Corridor appearance ugly/unattractive:</b> corridor ugly, tacky, looks like Vine Street	20

The bulk of responses to question 7 discuss businesses, mainly retail; wanted stores, support or opposition to big box retail, and other desired outlets to spend a hard-earned paycheck. Comments supportive of big box retail stores (Wal-Mart, Target, Home Depot, Lowe's, etc.) outnumber those opposing it by about two to one. Those expressing support for more retail in general outnumber those that oppose it by seven to one. Respondents express a desire for entertainment options and quality sit-down restaurants, and their displeasure at the large number of low-end businesses such as used car lots, fast food restaurants and food delivery. A desire for a crafts supply store such as Michael's or JoAnn Fabrics is a frequent theme.

Table 4-11: US 20 survey comment themes - business and commerce	
Theme	Occurrences
Arts and crafts store - support: want crafts/notions store, named desired chain	9
Banks - oppose: too many banks, don't want more banks	2
Banks - support: named desired bank	1
Bars and taverns - oppose: too many bars, biker bar atmosphere	4
Big box retail - oppose: don't want Wal-Mart or other big box retailers, don't support business practices	29
Big box retail - support: want or support big box retail, want specific big box retailers	53
Casino - support: want casino gambling in Madison	2
Entertainment - support: want movie theater, need teen center	35
Jobs and employment: low wage: need jobs for children, senior citizens, want retail jobs	3
Jobs and employment: mid-to-high wage: need industry, need jobs that pay a livable wage, tired of commuting	20
Lifestyle center - support: want or prefer Legacy Village-like, Crocker Park-like development	23
Local owned retail - oppose: local stores charge too much, hope they shut down	1
Local owned retail - support: want local owned retail, support or protect small locally owned stores	11
Lodging - oppose: don't want hotels or motels	2
Lodging - support: need hotel, motel, bed and breakfast inn	3
Low end commercial - oppose: too many dollar stores, payday loans; don't want dollar stores or similar businesses	6
Restaurants: fast food - oppose: too many fast food restaurants, too many pizza/carryout places, don't want more	10
Restaurants: fast food - support: named desired fast food chains	2
Restaurants: sit down - oppose: don't want more restaurants of any kind	1
Restaurants: sit down - support: want sit down restaurants/buffets, "need a nice place to eat," named restaurants	34
Retail in general - oppose: existing retail adequate, don't want more stores	10
Retail in general - support: want more retail, named stores, "tired of driving to Mentor to shop"	70
Vehicle dealers - oppose: too many used car lots, get rid of car lots, car lots tacky/ugly, "why so many?"	20
Vehicle repair - oppose: too many auto repair shops	1
Vehicle repair - support: need more quality auto repair options	1

Some respondents express concern that increased retail development will not bring high-paying jobs to Madison Township, where they are in short supply. Some express the need for balanced development, including light manufacturing – though not necessarily on US 20.

"We don't want to become another Mentor" is a very common theme. A desire to preserve agricultural uses and rural or small town character is also mentioned often. Some emphasize the need for better planning and zoning enforcement, and stricter zoning overall. Many are concerned about vacant retail space, often mentioning the departure of Tops and the empty building it once occupied.

Despite the desire by many to maintain a semi-rural character, a general pro-growth sentiment outnumbers no-growth and slow growth viewpoints by about two to one.

Table 4-12: US 20 survey comment themes - general land use and development	
Theme	Occurrences
Agriculture/open space/nursery preservation - oppose: too many nurseries, build on farm/nursery land	7
Agriculture/open space/nursery preservation - support: keep nurseries, acquire open space	32
Community character - don't let Madison/US 20 become like Mentor/Mentor Avenue	43
Community character - preserve rural character: preserve rural, exurban or small town character or environment	38
Growth in general - oppose: no sprawl, grow only slowly, don't want externalities of growth	10
Growth in general - support: growth is inevitable, let Madison grow, need growth for tax base, no longer the 1940s	22
Historic preservation - support	1
Housing - oppose: don't want school crowding, don't want apartments/townhouses, don't want low/mod income	9
Housing - support: need place for children/seniors to live, need more diverse housing options	4
Industry - oppose: US 20 inappropriate for industry, move industry off of US 20	3
Joint economic development district (JEDD) - oppose	1
Joint economic development district (JEDD) - support	2
Mobile homes - oppose: no more mobile homes, get rid of mobile home parks	3
Planning and zoning - oppose: landowners should do anything they want, let marketplace decide, "get off my land"	6
Planning and zoning - support: need better zoning enforcement, support planning, support plan implementation	22
Stormwater control / drainage: need better/improved stormwater management, consider drainage in development	2
Strip development - don't let US 20 turn into Vine Street	6
Strip development in general - oppose: concentrate development in one area, don't scatter development	9
Vacant buildings/dilapidated: tear down dilapidated and abandoned buildings	10
Vacant buildings/retail: don't allow building until vacancies are filled, too many vacancies, references to Tops	30

Tree preservation, wildlife protection and noise pollution are concerns of several respondents. While the natural environment is ranked among the top issues to address in the plan by respondents, it was not a common theme in question 8.

Table 4-13: US 20 survey comment themes - natural environment	
Theme	Occurrences
Tree preservation - support: preserve existing trees, stop clearcutting with development	4
Environmental concerns in general - support: protect wildlife, protect natural environment	4
Noise pollution control - oppose: control noise from traffic, businesses, nuisances	3

Many comments deal with issues that do not relate to the US 20 corridor, such as taxes in general, politics, residential trash collection, and so on. Although such comments are insightful and appreciated, they are not related to this plan, and such themes have not been tallied.



# B Appendix

## B.1 Written survey: Question 8 responses

**Question 8: Anything else you would like to add?** This is a “written essay” question. Some of the following responses have been edited due to database limitations, but they should capture the gist of the original response. Most comments that not related to the built and natural environment in the US 20 area, such as general concerns about taxes, Madison Village affairs, politics and criticism of named individuals have been edited out. Comments critical of the planning process or land use regulation in general have *not* been edited. Not all respondents had additional comments.

*See the vacant buildings with new businesses. Example: Tops Grocery; Longo’s*

*Keep US 20 from turning into Mentor Ave; keep design in mind; Wal-Mart welcome but no more big boxes; add trees and flowers around businesses; reopen the drive-in; there is an eyesore at drive-in now.*

*Need Kentucky Fried Chicken; need Wal-Mart or Target, family restaurants; have a village law that everyone has to keep their property up at a reasonable level or village will do so and apply it to their taxes*

*Survey how many square feet of commercial locations empty; a lot than can be filled without building more.*

*Number of accesses to business is too many.*

*Use access roadways to all businesses. Eliminate accident-prone driveways for each business (McDonalds, Rite Aid, Carter Lumber, etc; keep green space between US 20 and buildings. Use landscaping to match Sunleaf Nurseries. Have 2 to 4 entrance/exits for access roads to shopping centers.*

*Like rural atmosphere. US 20 development ugly.*

*Strongly support the building of Wal-Mart; have to travel either to Mentor or Ashtabula to shop at a Wal-Mart. Do not want Madison to be developed into another Mentor.*

*Thanks for keeping the public informed; I gave up in Mentor; like the location and conveniences around the Village; need to upgrade architecture quality around Kmart, Giant Eagle area. How about a good steak joint?*

*Too many used car lots along US 20. Want a craft type store such as Pat Cataan. Medium restaurants like Applebee’s or Bob Evans; no more pizza, fast food. How about some responsible entertainment for our teens? Also a co-op of bakery, fresh fruits and vegetables, handmade gifts.*

*Think green, peaceful, quaint; “not another Mentor.” There are very few ugly parts of this town; our library and sense of community is wonderful. Don’t need another large building. Preserve as many trees and fields as possible; a small one-half acre park around McDonalds. What about something for/from our shadow Latin community. Do not want to drive 35 mph all the way to the OH 2/US 20 split. A turning lane at McMackin sounds wise but bike lanes sounds like a disaster. Want craft store. Keep money in our community.*

*Bring Wal-Mart to Green Road! Kmart is a joke. Aldi would be nice too.*

*Need sidewalks and bicycle paths for safety of children and adults.*

*We are new to Madison but support local smaller stores. Don't live off US 20 but would feel bad to watch "green farm" fold or not be able to operate properly. I like Legacy Village idea. NO MENTOR.*

*Would prefer a village or pedestrian-friendly area to a sea of asphalt.*

*Nice to see public officials actually asking for the community's input! The future of development of Madison is an issue that concerns all of us and we are thankful for the opportunity to express our views; we hope the results will be published, not mailed to residents.*

*Need jobs to support families not kids in school. Big box stores will choke the life out of our town.*

*Madison needs to come up with something unique in the way retail is developed. Something like a village that people will come from surrounding cities to shop like Easton Mall in Columbus would be another example.*

*US 20 development is nothing but eyesores.*

*Put big boxes on I-90 - 528 corridor; close off all but a few drive ways on the south side of US 20 between Giant Eagle and 528. Add access to these businesses from the south side via a road running between 528 and the Kmart parking lot. Chapel Road should be closed to thru trucks. We are trying to build up Madison like another Mentor! We moved out here to get away from it all and pay high taxes to have peace and quiet! If you build up Madison we will just have to move again.*

*Madison needs well planned growth; new well-planned development can help expand our tax base, provide more jobs for residents and hopefully alleviate some of the tax burden. Keeping commercial growth on the US 20 corridor would be ideal and then still small town look; don't want to be another Mentor. Be picky before making decisions on what comes to Madison; no more pizza places!*

*Any commercial development that borders residential areas should be required to have green space between commercial and residential areas; business should be required to construct a mound of earth topped by pine trees to act as a sound barrier.*

*Please do not put in a Wal-Mart. Thank you.*

*Very little in this survey reflects anything to do with entertainment for the family; need to find facilities which focus on the children and teens or we will be in for a bigger crisis in years to come. Movies, sports, family entertainment are all vital to building a community.*

*Do not make Madison look like Mentor, Geneva, Painesville. Keep it rural*

*We don't think Madison needs to become a bustling city. It is an historic town and needs to keep that in mind. Hope attractiveness and good taste will be a part of any new developments. We desire the preservation or attractive historic structures wherever possible.*

*Tear down abandoned dumpy buildings. More curb landscaping.*

*Would prefer service road access to store (not US 20). Layout of parking lots and access roads is crucial; Tops plaza is a perfect example of what NOT to do. Traffic could enter one end of a strip and exit the other end with traffic light. Synchronize traffic lights. Adequate "line" space in turning lanes, I.e., US 20 and Green Rd; that lane could be longer. A right only should have been added at that intersection turning west. McMackin and Haines Rd are going to see incredible traffic increase. Parking lots of any business need to be kept free of holes, obstructions along US 20.*

*Madison is an OLD town with OLD charm; please don't ruin it. Walking should be encouraged; please provide adequate sidewalks and crosswalks. Don't turn US 20 in Madison into another version of 20 in Mentor which is the most annoying place in the county. Maintain as much green space as possible*

*Need some growth in Madison; tired of driving 30 minutes to Mentor to buy clothes or shoes. Very limited choices here; at least a TJ Maxx. Need a center lane down all of US 20. Growth of our city will provide our young people with job opportunities, whereas now they are limited to fast food establishments.*

*I commute to Cleveland for work; would be wonderful to stay in town to shop. Too many auto sales along US 20; looks like Vine St in Eastlake. I appreciate the clean country living; that is why I moved to Madison from Mentor; there has to be a balance where we are not ruining the nurseries.*

*Need sit-down type restaurants. Need big box stores. Need more competitive auto repair shops.*

*Let's not turn into another Mentor! If Wal-Mart must be on US 20, can you hide it with landscaping?*

*Think the growth in Madison is good. Make sure need to grow is really needed. Hate to see a strip mall that is vacant.*

*Area filled with wonderful nurseries everywhere that should be supported and preserved. Already have many choices in shopping and fast food. Could use a moderate price hotel; many Madison dwellers have modest homes and could use the motel availability. Want movie theater and drive in.*

*Need businesses to support residents. Tired of driving 30 to 50 minutes to get work; we need work HERE. Need some sit down restaurants. Need Wal-Mart, Target. Kmart in Madison never has anything you go in for.*

*How do you plan to remove all the used vehicle lots? These are an eyesore. We do not need Wal-Mart in Madison. The impact on local business will be too much and several will be forced to close; medium box stores can go into Tops vacant space.*

*Madison desperately needs marketing balance. I hate shopping in Mentor; don't like sending money to Ashtabula. Need more sit down dining; more light business to relieve tax base. Love agriculture but it should not dominate Madison.*

*JEDD will gain widespread support if all tax revenue is targeted (and reserved by contract) for sewer and other infrastructure improvements on US20. If not the JEDD will not enjoy broad support from landowners.*

*I would love to spend my money in Madison! Madison does not have the selection. Stores I use weekly: Target, Wal-Mart, Lowe's, Applebee's, Olive Garden.*

*Start now applying for funding from federal government for sanitary sewers. Hire a city planner with a proven record of success. Spend more money on zoning dept; great tool if administered properly. What are trustees doing to find new businesses for the vacant tops store?"*

*Live on the family farm that my great grandfather started. Farms like ours are diminishing every year because the money is in development. Most people come here because it is a quiet little town; on the other hand the \*\*\*\*\* family have the right to make money off their land by selling. That is why it is imperative that Madison get involved to support a farmland preservation act!*

*I think a land owner should be able to do what they want with their property.*

*We need a movie theater!*

*I like Madison's small town feel. Development is going to happen but we need to control it now or it will get out of hand and then Madison will be another Mentor. Keep it green!*

*More options for retail/grocery/shopping is preferred with a hometown feel to it. Do not want drug store on every corner; would like to see shoe store, craft store, Target, restaurants.*

*A decent sit-down restaurant, not greasy spoons; too many pizza and fast foods. Clean up or tear down eye sore structures. Put utility lines underground and remove ugly poles.*

*There are several businesses going out of business, because there are too many of the same businesses in the area. Look at Dollar General, three of them within a mile.*

*I am strongly opposed to Wal-Mart. I fear the continued success of the businesses we do have due to their unethical business practices and tendency to abandon their stores once they have an opportunity to expand elsewhere. Don't see any useful purpose behind what is commonly termed "development". All it actually achieves is enrichment of "developers" through impoverishment of other citizens. Lake County Planning Commission and other studies have proven beyond dispute that the highest and best use of township land is agricultural land or forested. Next is residential, commercial is by far the least cost-effective and least attractive. Retail needs easy access in and out of the parking lot to the main road, unlike Rite-Aid. That is a nightmare to get in and out of. Also, traffic lights need to be set so that all directions have more equal green light time; US 20 gets most of the green light time and side streets have long lines. I am opposed to an exit/entrance similar to the one at the Perry IGA off US 20 - very dangerous.*

*Madison is within convenient driving distance of significant commercial options; why would Madison want to compete with the sixth largest commercial center in the state? Massive commercial development would contribute to continuing suburban sprawl in the Greater Cleveland area. A larger tax base seems to be one of the chief reasons but it doesn't work that way. Most communities our size have fought Wal-Mart instead of welcomed. The experience of Tops should send a cautionary tale to pro-development hucksters in township government.*

*We do not need Wal-Mart of any kind in Madison! It would mean the death of many small businesses who have been here for many years. We do need a movie theater.*

*Leave the city ways out of the country of Madison Township.*

*NO Wal-Mart! Too much traffic already.*

*We love our small village look. If a big box store comes that would draw people to these other stores: add a theatre, fabric store, etc. Keep our town folksy and comfortable. Main Street is always busy. People love it and so do visitors.*

*Fix traffic problem with trains in Madison Village. Look at new roads to alleviate traffic.*

*Bring sewer and water where needed.*

*Small town feeling is quickly disappearing. Shouldn't take 10 to 15 minutes to drive a few miles down the street. Passing empty office buildings; empty grocery store next door and empty retail shops across the street. Important to maintain fields, nurseries, and woodland areas.*

*Avoid housing; mass housing has ruined areas. Maintain current zoning laws. Do not allow trailers to be permitted. Younger residents need things to do; movies, roller rink, game rooms.*

*The mindset of local government is stuck in '60's and '70's. Does Madison want to be the kind of city that after students graduate from high school they can't wait to leave because they are looking for variety and choices. Kick this up and make this a thriving location.*

*Improve the roads first.*

*Would love a Wal-Mart or Joann Fabrics. Since Aruta Drug closed, Kmart eliminated its sewing department. I can buy food in every business in Madison but have to travel 30 miles to get a zipper.*

*Needs a moderate size shopping area so we don't have to travel to Mentor or Ashtabula.*

*Tear down old unoccupied barns and homes; homes need to be painted, gutters, yards are cluttered with litter. Would be nice to see general landscaping all along US 20. Undeveloped properties need to be maintained. Who is responsible?*

*Sick of driving to Mentor for everything.*

*It is not better in Mentor. If you like Mentor so much, do us all a favor and move back there.*

*Love the schools; need more jobs.*

*Could support a nice restaurant. You can't stop growth.*

*Box stores would bring much traffic and noise. I can go to Painesville and Mentor to shop. Like the rural life in Madison.*

*Why do we allow parcels of trees to be cut down and put a for sale sign on the ravaged land? Everyplace this has happened has not been sold. And the forest we cut down for Tops, now we have a empty store. Can't we just keep things rural in Madison?"*

*Too many questions about areas of development that have already been developed.*

*Let's stop taking our money to other cities; let's move into the future; we were hoping commercialization would find a home here for there is plenty of opportunity for growth. We are tired of driving and spending our money in other cities. Growth, revenue, development: we hope to see it sooner rather than later.*

*No more used car lots or dollar stores please. Could use a good movie theatre; more restaurants.*

*Before development there needs to be a comprehensive road plan for improved roads, turning lands, and additional frontage or rear access to stores to relieve congestion. US 20 very dangerous.*

*Need a reasonable amount of growth to satisfy our small town needs.*

*No Wal-Mart; no more big buildings!*

*Do not allow red tape to lose Wal-Mart. In need of sit down restaurants.*

*Make thru access from parking lot to parking lot. Make turn lane longer at OH 528 to US 20 west. Make turn lane on 528 and Middle Ridge Rd. Fix timing of light at US 20 and Perry Plaza.*

*Would love Wal-Mart; tired of driving.*

*Elderly people cannot find a spot to park in Giant Eagle. Kmart is a poor example for a store; Strongly disappointed in the lack of zoning and street appeal along US 20 in Madison. Not only is*

*there a lack of consistency in architecture, property is permitted to deteriorate and become an eyesore.*

*Junk used car lots, abandoned buildings; Shame on Madison! Let's raise our standards.*

*Movie theater, movie theater, movie theater.*

*Madison area needs to come into the 21st century with shopping, conveniences.*

*If you promote all the condo, housing, you must provide somewhere to get services; unfortunately Madison is no longer a Thompson, Perry.*

*Heinen's; Red Lobster; Olive Garden; Home Town Buffet, Mr. Hero, Kentucky Fried Chicken.*

*The main issue is the safety of drivers on US 20. Need more turning lanes; speed patrol traffic lights; and easier ways to pull out on to US 20.*

*Do not allow Madison to become another Mentor.*

*Business is important to the city but do not make the mistake that Eastlake did. Eastlake is too business oriented and grew too big too fast. Has brought more crime and unwanted people to that city by the big business it has brought in. I moved to Madison to get away from "big city" life.*

*Why does the traffic light on US 20 and Townline Road turn red when no one trips it on Townline? I get stopped there every night. Need to fix that.*

*Hope a village by-pass for large trucks is included in overall development.*

*The northeast corner of Townline and OH 84 or the southwest corner of Turney and OH 84 would be an ideal location for a convenience store.*

*More shopping and entertainment options nearby would be great.*

*Close most entrances to US 20. No one way roads or one way driveways (like Giant Eagle gas station). Fill in empty buildings in the plazas before building all these new buildings. Less condos; most that were built are still empty.*

*Township trustees must recognize and accept that commercial growth is inevitable. Strongly pro-business to have better funded schools with a stronger tax base. If residents want to keep it small and rural they are living in the 1940's. Trustees should be leaders, not merely woodenly following the wishes of small vocal short-sighted minority.*

*Madison has access to Lake Erie that can be used to infuse the community with much needed capital. For instance, a much needed boat docking facility ramp, bait shop, movie theater, Home Depot or Lowe's. Need store for home materials. Much needed teen center.*

*Extend OH 2 along the high tension lines.*

*Adjust stop lights and turning lane timing. Build with same style of uniformity. Property owners should keep property clean and well lit at all times. No 24 hour deliveries. Need a large family restaurant; no more bars!!*

*I don't want to see any more car lots! And start Wal-Mart. If a store like Tops closes another one should not open until Tops is used.*

*Business would help with the ever growing tax burden. There is not enough money for our money hungry school system.*

*You ask for our input but as with Wal-Mart, we voted for the sale of land. But nothing happened so what's the sense of the survey. It's gonna' be up to the bureaucrats how things will be done.*

*Madison should be kept rural, not urban. Ask Tops about the hazards of overdevelopment.*

*Where's the Wal-Mart? Too many nurseries/agricultural in this town.*

*Don't want US 20 to look like Vine St in Eastlake or Mentor Ave.*

*With the right people involved in this project, there will be ways to develop without over developing.*

*Let Madison have a department store like Wal-Mart.*

*Easy access to I-90 and US 20 with RR over/underpass.*

*Traffic controls integrated into development of traffic volume.*

*Don't want to see sewer at this time!*

*Do not want to pay for Wal-Mart to come in. If they want sewer let them pay and do it all.*

*Pull off lanes for bus loading and unloading.*

*Decorative lighting.*

*Turning lanes on US 20.*

*Preserve green space, stop clear cutting trees Have buffer zones between properties.*

*Control storm water run off to other properties from paved parking lots.*

*Attract light industry to our area.*

*We need restaurants!*

*Dining and entertainment needed desperately. Millions of our dollars are spent in Mentor on the weekends. No big box in Madison.*

*Reduce excessive driveways in shopping areas. Remote control traffic lights. Big box stores should include a buffer of trees. Exclude residential from the mix. Extend Green and Bennett Roads south to Middle Ridge. Have these locations as the extend of "lifestyle" center" businesses. West and east of these should be for free-standing low traffic business. Locate elementary school away from US 20.*

*Let Madison grow! But not overkill like Mentor. We are losing manufacturing base and must learn to make money another way; Invite big boxes with open arms; It will make Madison stronger for the future. Makes employment for youth, senior citizens. We don't have to turn into Mentor, but we can turn into Madison on the move. Think of your kids and their future.*

*I really oppose Wal-Mart coming. It will hurt ALL independent retailers and close down Kmart. Your net benefit will be zero.*

*North-south access in township needs to be addressed in future. Railroad overpass needed.*

*Marginal road north of US 20 from Green Road to Hubbard might help ease congestion.*

*I'm happy to be doing business in Madison. I want to be here for a long time. Customers tell us how glad they are to have us here. People want to shop locally. How does Wal-Mart fit in with that plan? Low paying jobs, no benefits, money transferred to Arkansas by 5 pm. Ugly building. Help commercial property owners update and improve aging storefronts. Attract light industry. My customers do not want to go to Mentor - don't bring it here.*

*There is enough green space in Madison.*

*US 20 is the perfect place for development. There is one nursery on US 20; we can't hold up progress for one business who pays so little in taxes.*

*Combine the Township and village to give the Madison area some political clout.*

*No banks, mobile park homes, fast food places.*

*Upgrade to big box stores. Keep rural atmosphere by keeping lot sizes big and houses bigger.*

*Keep nurseries and farms.*

*There is room for progress while maintaining small town feel.*

*The development of Madison is important but how do you do that without becoming the next Mentor? Need to create local jobs for children and allow a few chains to come in; need entertainment.*

*Needs commercial development; expand tax base.*

*Please have some sort of building requirements! If nothing is done I can see US 20 becoming like Painesville by the Fairgrounds. Needs to be something done to not allow ALL strip malls.*

*Would like small home-town friendly appearance; cleanliness.*

*Sad that Wal-Mart is coming in at Green Rd when there is so much zoned land for sale on US 20. Mixed use zoning (enough used car lots). No bikes should be allowed on major road with a speed limit over 25 mph.*

*Let business grow without bureaucratic hold-ups; NE OH needs no stumbling blocks.*

*US 20 needs to be widened.*

*This is a total waste of time and money. You cannot control growth or determine what businesses will develop along US 20. I believe that this is about money and how to get more through taxation. You are growing more government instead of operating what you have more efficiently. You are planting the seed of taxation district and this will continue to grow and bear no fruit.*

*There is plenty of open space in Madison. US 20 corridor should be commercial use. Speed limit should be reduced.*

*Need access road from Burns to 528 behind Kmart plaza.*

*Would like to see a good (Dillard's or Kaufmann's type) clothing store.*

*Growth at a steady but managed rate; slow research growth so the business stays once it is here.*

*U S 20 traffic is deplorable; many accidents. Need wider road, turn lanes.*

*New Wal-Mart will cause many more problems. Big box stores/predatory pricing!*

*Do not want this area to look like Mentor.*

*Need a restaurant chain. Need a hotel, Holiday Inn, etc. Need a better traffic light plan.*

*Combine governments; combine police departments. Do something about trains; overpass?*

*Want TJ Maxx or Target.*

*Blanket rules make for a landscape of dismal bland areas. "Wide open spaces" is an ignorant statement. Big box and fast food places give you the look of every big intersection in America. (no personality). Accessibility is a must. Walking and bike paths are needed to move the area out of the "drunken hillbilly" era and into the 21st century. Car lots make it look like the bad end of Vine St. If people have to leave to see a movie, dine, walk or ride you are losing thousands spent elsewhere. Commercial business should keep their toxic mess out of site of the main road. More exclusive retail should be encouraged (Fairlawn, Bath). On a hot summer day, Chagrin Falls is jammed.*

*Madison could use help with their tax base; I don't think you will have a "pretty" US 20 corridor. Encourage the village in the Chagrin Falls type of shopping area. I doubt a fence or a water fountain would have much impact on the appearance of Wal-Mart.*

*Can't put our heads in sand and stop development; People spoke when they voted on so-called "Wal-Mart" issue. As a Mom and Pop business, we understand worries about existing local business. If you have a good reputation people will still come. Anyone owning property should have the right to develop or not. They own the property, pay the taxes, take the risks, and hopefully, reap the benefits of ownership.*

*Property owners can do whatever they want.*

*We shouldn't have to drive 45 minutes to shop.*

*Enough of car lots and pizza shops!*

*We are new to Madison and would like to see Super Wal-Mart; 24 hr gas station at I-90, restaurants.*

*Need big box stores with grocery; Giant Eagle prices are high.*

*Too many banks; no sit down restaurants. I do 95% of my shopping in Mentor!*

*Need places for employment. People in Madison have to travel to Mentor, Eastlake, Ashtabula to get work. People in Madison never want to quit or retire. I've been in Madison 48 yrs and nothing seems to change or improve.*

*Need better shopping; end removal of wooded areas.*

*Use land already cleared.*

*PLEASE bring water and sewer services down Bates Rd.*

*Madison needs big box shopping and entertainment. We have nothing to draw outlying people; need bike jogging paths; Madison is not a bike or walking friendly community. Just do something!*

*Let Wal-Mart come to Madison as well as Applebees and a movie theater.*

*Need to create a unique environment that draws people from all areas; need quality businesses ; not dumpy dirty buildings. Need a combination of Legacy Village, Coventry, Shaker Square and downtown Willoughby. I envision a place where families can come, park and walk around from one store to another and then go to a nice restaurant for dinner with street lamps and landscaping; a middle ground between Mentor's big business and Legacy Village.*

*Want retail stores, Target or Kohl's; would like architecture of plazas to reflect old world charm of the Village. Would like any type of commercial business. Keep semi trucks at I-90, not village.*

*Too many speeders on Dayton Road!!*

*Hope that turning lanes will be installed and a side entrance to Madison Kmart shopping strip.*

*Would like Wal-Mart or Target and sit down restaurants.*

*Instead of building strip malls here and there; there should be one area designated for retail. Should be one area designated for industry instead of scattered all around.*

*We want Wal-Mart; get rid of Kmart.*

*Want big box stores. Would like to spend money in Madison instead of Mentor for dinner, entertainment*

*Madison has opportunity to develop/maintain itself as a rural alternative to the congestion of Mentor.*

*Hate to see us lose our identity with respect to green space. Wal-Mart seems like a bad omen. Their track record in helping communities is dismal, employees are poorly treated and they are quite sexist.*

*Big box stores would be a huge benefit; it's about bringing money into the community.*

*Would like to see a Wal-Mart and some mid priced restaurants.*

*Would love to see a Wal-Mart or Target in Madison on US 20. Or Home Depot or Lowe's.*

*We support development and are happy Planning Commission is including the residents. Don't like going to Mentor or Ashtabula to make big purchases. In regards to additional housing on US 20, can schools handle additional enrollment?*

*Will housing be traditional lower income housing usually seen close to businesses? We hope not.*

*Start by having all property cleaned up along US 20 starting with all TRASH and junk cars all over that are not running on private property and junk you can see from US 20; hide or remove it. BARNs that are falling down: FIX them or remove or paint them: makes a world of difference on homes barns, store fronts. Clean up old drive in.*

*Take down that closed up dump (bar) on corner of Dock Rd and US 20.*

*If they don't clean up, fix up, Fine them.*

*US 20 looks very BAD!*

*Need a drive thru from behind key bank thru the shopping center continued on back of Burger King - McDonalds and Arby's into the Marcs and Giant Eagle. A lot of short haul traffic away from US 20. Would also cut out fender benders.*

*Wants sit down restaurants. Excited about Wal-Mart. Looking forward to saving on groceries. Would like basic retail on Townline, closer to 20.*

*This type of planning is 20 years too late.*

*Will have increased costs for sanitary and stormwater due to lack of planning.*

*Form police district. JEDD should be preserved.*

*Keep up good work with park.*

*It seems when our officials get into a bind, they look for the residents to pull them out. Almost 30 yrs ago discussions took place to have eateries moved back off of US 20 so a turning Lane could be put in. Now you people want public input!*

*Desperately needed: Quality retail - Wal-Mart; quality food; quality dept stores, including Lowe's*

*Would like movie theater and Wal-Mart; unique shops; stores for children and teens; convenience store in Thompson; libraries that get recent books; book stores.*

*Do not like "progress" at the expense of peoples homes and water supply (wells) being ruined. It would be a waste of time to give my name and address because we've been told NOT to attend township zoning meetings. Our opinions to protect our home and land are not welcome. Because Township de-values the preservation of the land, we intend to sell out and move elsewhere to a rural setting that is rural - not a Mentor wannabe.*

- 1. Stop using (illegible) as a way to spend and spend.*
- 2. Ask your people why they are leaving this area.*
- 3. Do we need to spend every dime of tax in order to be able to say we need more taxes next year? Communicate with electorate. Don't tell us what we want.*
- 5. Observe the existing laws: towing, etc. already on the books until they are legally altered.*
- 6. Before making 3 vote decisions, communicate with any and every media, local and otherwise.*
- 7. What can we do to bring quality culture to this area? Authors, musicians?*

*Improve traffic on US 20: extend Bates Rd to US 20. Add a turning lane to US 20 from Green Rd to Dock Rd (5 lanes); add a road from Burns Rd to 528 (go behind Kmart and giant eagle); add a add a road from Hubbard Road to Green Rd to go behind tops and James Place to come out where Wal-Mart will be. This would take a lot of traffic off US 20. Need an over/under pass some where in Madison for railroad.*

*Keep up the good work and don't let the vocal minority bring you down; this survey is an excellent idea and shows your desire to gauge VALID opinions, great job. A lot of the new residents fleeing from cities do not have the best interest of Madison in mind. B: I will watch the newspaper for meeting dates.*

*Don't need sewers along Chapel Rd.; Homeowners can't afford it!*

*Don't think homeowners should have to pay for something that benefits business.*

*It would be better to use US 20 for the sewer line." Our taxes are too high now.*

*The worst is to have any business move in and then leave because the community could not support it. Would they be responsible for tearing it down?*

*Keep Madison a small township: no strip malls. I grew up in Mentor with strip malls everywhere and many of them vacant. A quaint village atmosphere will bring people from surrounding areas for dining, shopping.*

*Side walks; pedestrian only areas; parks, places to sit; water fountains. Information center; local bus stop, phones, wheelchair ramps, paths.*

*A store like Pettiti's in Strongsville. Pettiti's grows their nursery stock in Madison, we no longer have Champion's - big loss. This would be a nice asset to our area and help our nursery business as well.*

*Madison already has everything.*

*Village and township need to work together.*

*US 20 traffic is horrendous!*

*Any future growth on this road must first be preceded by a traffic engineering study.*

*Need east to west road behind shopping center connecting to Hubbard and burns and road went to east behind stores on north side connecting to Green and Hubbard.*

*Make sure there is plenty of lighting along US 20.*

*As this development takes place, the eyesore business and residential structures need to be eliminated. Example of very poor planning is the awful Dollar General structure that the Village allowed to be build next to the Post Office. It is ugly and provides no beautification to Village.*

*Do your best for ALL residents. HONESTY is appreciated.*

*Would like more options in stores. Maintain small town atmosphere.*

*Movie theater; more retail stores.*

*More opportunity for employment. More good restaurants.*

*Madison needs to get into the 21st century.*

*Stop putting off the Wal-Mart store. You are picky about color of building. This will bring more jobs.*

*Clean up US 20 from Bacon Rd. east. Get rid of junky used car lots and dilapidated buildings. Make business look like business instead of old house.*

*Would like to minimize travel every time I make a major purchase.*

*Perhaps a retirement village with modest prices.*

*We have enough used car lots. At one spot on US 20 they are practically sitting on the roof and they are tacky.*

*Should be pleasing to look at with as many trees shrubs and flowers as possible.*

*Would like some decent shopping in Madison, whether on US 20 or not. All the emphasis on staying rural is beyond us. The loudest voices in Madison want little or not change.*

*Keep the community in Madison.*

*Concentration on specialty stores - private ownerships: maintain our uniqueness. If you want to shop - go to Mentor . If you want to eat out, you can do the same. "What does Madison want to be when it is all grown up?"*

*Uniqueness is the key.*

*And please no JEDD.*

*Support big retail stores.*

*Emphatically opposed to big box retail, especially low end like Wal-Mart.*

*Entice light industry, fill vacant stores, promote tourism, bed-breakfast, and quaint and quiet lodging. Vineyards could be used to develop an atmosphere similar to Holmes County.*

*Freshen up paint job on water tower. It looks dowdy.*

*It would be nice if when people drive along US 20 in Madison they would see a "touch of class."  
Need sidewalks and bike paths. Need a safe way for people to walk.*

*Thanks for asking our opinion.*

*Homes and businesses that are dilapidated must go or be made to repair.*

*Free 2 lanes of traffic going east and west, center turning lane. Clean up beach and park at township park.*

*Resurface roads and parking lot.*

*Traffic lights at intersection of Kmart and First Merit are very hazardous. Should have turning lanes. Turning into Kmart plaza should have turn lane.*

*Madison should support one movie theater and a business rather than going into Painesville or Mentor.*

*Do not screw up the Wal-Mart deal. I would shop at the local, small retail stores, but we all need to go to a Wal-Mart once in a while. Do not succumb to small business owner community pressure; there is plenty of money in this town. The retailers need to realize the problem is in their prices - they may need to come down a bit. Visually, aesthetically and congestion-wise US 20 is already bugged up, might as well put something worthwhile in that area. Less used car lots; more other types of business.*

*I am in favor of bringing in businesses that I currently have to go into Mentor for: Wal-Mart, better restaurants, and a movie theater.*

*Don't over develop US 20 so that traffic flow suffers. Center turn lanes should be put in before the development. Lane Rd. is a horrid example of how to do it. Widen US 20 if it is to be heavily*

*developed to five lanes with a center turn lane first. Any new traffic lights should have sensors that only change when there is cross traffic.*

*We need to clean up US 20. It would not be that difficult to improve our area while maintaining our uniqueness if residents/business owners were willing to compromise.*

*I would rather have a root canal than see a huge Wal-Mart open up on US 20. I am concerned this would be the beginning of looking like Mentor and Madison would lose its appeal that I moved here for 7 years ago.*

*Moved here to get away from the mess of stores on US 20 from Willoughby to Painesville. We need to do everything to keep the nurseries and trees along US 20.*

*Madison is a beautiful community. Don't want it to turn into Mentor. We don't need additional housing. It brings a need for additional schools.*

*Madison is a beautiful area with lots of potential. Things are random at this time. Needs to be easier on the eye. Groceries and fast food are the only thing not requiring a long drive. There should be ways to maintain the rural feel with good planned development. Taxes are high here. I have no problem with that if they would continue to keep my money in the community by supporting "our" businesses; not Mentor's.*

*Would like some business or industries brought in to up tax base.*

*Noise pollution is a major concern for residents along or near US 20 that make outdoor activities unpleasant. I came to Madison for its small town and semi-rural atmosphere. Developing US 20 into another Mentor would mean I would have to relocate.*

*Would like to see better use of the traffic lights on US 20. Townline Rd. light changes for no reason and stays green longer for Townline than for US 20. Hubbard Rd. light is impossibly long in the morning and too short of Green on Hubbard for traffic going south.*

*A turning lane in the congested areas would help, i.e. McDonald's, Arby's etc.*

*Move the Post office to US 20. Not enough parking at the current office and train traffic makes it hard to get in and out. A movie theater or other recreation venue would be a welcome addition. Need a place for teens to hang out in a good environment.*

*Growth within its means and resources is a good thing. 54 year resident and strongly opposed to no planning. Tops grocery store is now empty and will probably be hard to attract someone to fill it. Empty buildings is not growth.*

*We definitely need a center turning lane from the start of US 20 all the way to Geneva because of accidents and congestion.*

*Don't want to see development that turns into abandoned buildings. Would prefer business offering employment to local residents (light industrial, retail) and the strongest foundation. No hotels on US 20, only I-90. No more small retail. No more bars or carry-outs or drive-thrus that are not family friendly. Would like medical, educational colleges, high tech center. 40 yr. Madison resident, raised and educated 3 kids and 4 still in school in Madison.*

*Would like to see more restaurants, a movie theater, a place to buy a good pair of shoes and places to shop so I don't have to drive 1/2 hour all the time. With that said, would not like to see so much growth that traffic becomes a huge problem or that we lose some of the charm of Madison.*

*We need a Home Depot or Lowe's.*

*Traffic is out of hand! We would love to see another restaurant besides pizza.*

*Mentor is overgrown terribly, traffic is horrible, stop lights everywhere, strip malls everywhere. Madison Village is nice with park and walking between stores. Willoughby is similar. Large stores are good to cut down on travel for necessary items, but on the other hand, they take away from the "small town" living I moved here for. Lake Road east needs fixed badly!*

*I was upset to see that McMackin Road was skipped over for a turning lane. This has been a dangerous intersection. McMackin traffic has increased with the development off Chapel.*

*Clean up Dock Road Trailer Park. Get rid of the building that used to be Aunt Mary's Discount and the building next to it.*

*I would love to see a set up similar to Legacy Village or Grove City Outlets. Would like a walkway with a few trees and park benches and a couple small kiosks set up in the summer for ice cream or hot dogs. Madison needs a shoe store. How about an ice rink in Madison. Madison High and Perry High Schools could then field their own hockey teams like Riverside has recently done.*

*Do not allow Wal-Mart to invade our town. Has seen it come into small towns and destroy over half of the businesses. I feel we already lost Tops, IGA and the Hallmark Card Shop because of Marc's, which operates a lot like Wal-Mart. We need sit down restaurants like Perkins, Bob Evans, Outback, Red Lobster, Hometown Buffet, etc. Also a Best Buy or a H.H. Gregg. We need to create an environment where everyone can co-exist.*

*I would like to see it stay the way it is. Refill the Tops store with one large retailer. We have Wal-Mart 20 min. in all three directions: Ashtabula, Chardon and Mentor. US 20 cannot support the traffic and there re too many accidents now.*

*Taking the time to do the corridor study right the first time as you are doing will only help us in the future.*

*Open space and semi-rural environment is why we moved here. We live on Chapel Road and the increased traffic in our biggest concern. Already, the noise and traffic speed is often so bad that we can't enjoy our front yard. Development sensitive to the environmental needs of the community is critically important to us. Bringing in stores of a variety of sizes that will support the local community, be architecturally pleasing to the eye, and not go out of business in 6 months*

*We would like to see the "mall" that is vacant filled for 1 year before you cut more trees to build more. If we wanted the type of development Mentor has, we would have bought a home in Mentor.*

*I would love to see Wal-Mart come to Madison.*

*I would like to see a Wal-Mart store on 528 off I-90, where there is a lot of land to serve the people in Madison.*

*Strongly - removal of buildings (barns, old retail buildings, etc.) that are in great need of repair, and actual "eye sore" and degrading to the area.*

*Would like to keep development at a slow pace, but if we can't avoid that, it will be much better to have it along US 20 than scattered over the Township. We must preserve as much open space and farmland as possible. Who wants another Mentor? Growth will not make the Township any richer. Lets keep it peaceful and quiet and brag bout it to our neighbors to the west, which they can't do.*

*Opposed to Wal-Mart coming to Green Rd. and US 20. The traffic will be horrendous. From Hubbard to Burns the traffic is already bad with many accidents. Once Wal-Mart is there, more small business groups will build near a super store. There will be many jobs created, but most will be at minimum wage. Traffic coming up 528 off of 90 and going through the Village is terrible, plus lengthy backup at times due to increased train traffic will only get worse with Wal-Mart.*

*Bring in small industry versus big box stores. Create jobs so more people can make a decent wage, unlike the "service economy" types. Invest in infrastructure to secure these manufacturers: running water and sewer to the Old Bennett manufacturing area. Protect our nursery land and wooded areas. Once they are gone, we can never get them back, i.e. Mentor.*

*Prefer "Legacy Village" architecture. Dislike Classic Auto Group building on the north side of US 20.*

*Buildings or gas stations abandoned or not in use a specified amount of time should be torn down and property should be restored to original sites.*

*I would like to see Rt. 84 and Middle Ridge widened to allow turning lanes. Would also like to see new commercial and retail development between Rt. 528 and County Line roads; nothing more west of Rt. 528.*

*Madison used to be a small quiet city. I was born and raised here. We don't need another Mentor. Traffic here is horrible and Wal-Mart will be a mistake. If people want city life, they should move there and the City of Madison should stay country.*

*Do not allow new businesses to come in that will put another business out of business. Preserve the businesses we have; i.e., Home Depot would put Carter Lumber out of business. Keep the saying "Thank you for keeping Madison beautiful" alive.*

*Put pharmacy in Village.*

*Fill vacant stores before building new ones.*

*Can we limit all the used car lots?*

*Landscaping should be required, not suggested.*

*Restaurants like Applebee's/Olive Garden would draw people to current plazas. Access roads would ease congestion on 20 and 528. Can't we find another n/s route for all those trucks?*

*I feel strongly about using vacant stores that are already in Madison's current strip centers first; however, it would boost funds into Madison by allowing larger box stores to enter into the community. I would also like the convenience of not having to go to Mentor/Ashtabula during the busy weekends/holidays.*

*Would be nice to not have to run to Mentor every time you need items - from home repair to electronics to shoes. It would be good to have a selection here, but do not want it to look like Ashtabula. Like the idea of more shopping centers with lots of trees and landscaping - not just pavement.*

*Better restaurants - we have enough pizza and breakfast places.*

*Would like to see not only US 20 looking good, but Madison-on-the-Lake improved from Chapel Rd north.*

*What are we going to do with Tops? Occupy before building more.*

*I moved away from "progress" to enjoy the country air, environment and atmosphere? We do not need a Wal-Mart.*

*We need trees and parks and places for wild animals to live.*

*Let's not become another Mentor Nightmare!*

*Moved 2 years ago from Cleveland. Every thing we need is already here: K-Mart, Marcs, Giant Eagle, Hardware, fast food, fuel and repair, nurseries, etc. We DO NOT NEED Wal-Mart or other strip or big box stores.*

*Let's not cut the trees down.*

*The people in control are taking sense of place and unique community identity from us for their own personal gain.*

*Why is there a roll-off trash site on south US 20 that leaves FULL roll offs on site that are barely visible from the road and where is our dandy zoning to catch these health and socially visible issues instead of little things?*

*Leave well enough alone. We don't need to look like Geneva, Ashtabula with empty stores or Mentor like a city.*

*Keep Madison rural, homey with a pleasant atmosphere. This will also help keep crime down and provide comfortable living.*

*Don't let us become another Mentor!*

*Traffic congestion between Burns and Hubbard on US 20 is already bad enough.*

*Traffic lights need to be better synchronized to keep traffic flowing.*

*Fill Tops vacancy and between Marcs and Kmart before we allow more commercial development in that area!*

*It is very important to articulate priorities and start planning now. Change is coming; the best way to handle it is to manage it effectively. The Township and Village need to get their acts together and cooperate and also work with the Perrys. Many of the issues are regional and we need to deal with the bigger picture.*

*Preserve Madison Village.*

*Preserve nursery and agricultural areas. Preserve residential areas.*

*Promote growth of mixed-use commercial and light industrial areas for a stronger economy.*

*Manage the growth to preserve the kind of community you want to keep.*

*Please don't ruin Madison with a train overpass.*

*We should concentrate on leasing the vacant buildings rather than building new ones. Remember the "little guy"; they are what made the area great.*

*Retail should stay centered in one area with trees and nice quaint lighting and good traffic flow. Could use brick and colors?*

*NOT residential, dollar stores, and factory all mixed like on 528 from 84 to 20.*

*Preserve Village with specialty shops and quaint restaurants and architecture.*

*US 20 could be all the big box stores, etc. located together. Leave the Village alone.*

*Take the time to think this all the way through because once it is structured and built, it's hard and costly to change." Also the same with the 528 and 90 interchange. Think it through.*

*I strongly oppose extending the major retail area west on US 20 at this time because there are several parcels available to development in the currently developed area.*

*The vacant ""brick yard"" is a horrible eye sore in the middle of our retail area. The party center is beginning to look shabby. The currently developed areas need improved appearance and management before we enlarge our retail space.*

*We need a solid 10 year plan. Infrastructure costs should be shared by all the people who will profit from development with developers and corporations investing substantial amounts of money upfront. This would make them good neighbors.*

*No more housing developments - our schools are overcrowded now!*

*Route 20 is a mess now, forcing out the homes that are left.*

*We need industry to help with taxes - retirees are not rich! Sewer system is too small now, more homes need water but can't afford it.*

*Start development from the center (OH 528 and US 20) and move out. Stop this scattering. Use the business district already in place. Don't make us another Mentor or old Vine Street in Eastlake.*

*We now have n empty Tops store. When does the flea market come in? Car lots are popping up here and there.*

*My wife and I moved to Madison Twp. six years ago because it was a nice quiet little community with a residential/agricultural mix with just the right amount of retail and commercial business. Now all we hear is how some people want to turn it into the next Mentor.*

*No more pizza places.*

*Most people moved here for the space and country atmosphere. A Chagrin Falls area is premier! Quaint town, quality commercial property and space for homes with land.*

*Madison is known for its nurseries and wineries-let's keep it." Keep the commercial areas contained, centralized and quality controlled. Let's sell our town for all of its great qualities and keep improving. We have beautiful parks, bordered on one the Great Lakes, have some of the richest soil and great wineries.*

*Don't change Madison. Let's keep it clear away from becoming Mentor.*

*Must widen US 20.*

*Prefer underground utility lines.*

*We moved to Madison from Mentor. We enjoy the township as it is - we do not want to live in another "Mentor". We like to support our small local shops and feel that driving 25 minutes is a small price to pay to have our township remain as is.*

*Movie theater; first class motel: Fairfield Inn, Hampton inn. Big box will loose small business; prefer open spaces, nurseries; too many grocery stores, convenience, gas stations, banks, drug stores; support development of parks; erosion control essential along Lake Erie*

*Vacant storefronts should be populated before building more. Put all in one location We are building Wal-Mart when we have an open tops; Madison can only support so much retail; too many grocery stores; I don't want to live in Mentor or I would have move moved to Mentor.*

*Add open space, agricultural home development; no large big-box; or set well back from US 20 similar to Ashtabula Home Depot.*

*Traffic, parking, noise, major concern.*

*Purchased 7+ acres for small town rural atmosphere. Would like Trustees to respect what Madison is and was and listen to the community; don't mind travel in to shop etc in order to keep Madison the town they moved into.*

*We should have been asked these questions before the town went to bed with Wal-Mart. There is a big need for jobs in this area; retail is too low paying. Low paying jobs still tax the system because families still qualify for food stamps. I would hate to see strip malls that would be empty in five years.*

*I urge you not to start the kind of progression in Madison that led Mentor to its current state. I would not live in Mentor now if I was given a house for free! My children are all very small and I pray when they grow up they will still recognize the my children grow up they will still recognize the Madison Twp they see today. Please plan with caution!! My 5 yr old son asked "why do they want to tear down this beautiful field? (Green Rd.)*

*US 20 corridor is destined for the development in near future. Would also like to see an I-90 corridor development. When you have an Interstate with an exit at your door, you don't have to ignore the possibilities.*

*Need movie theater, large retail and major sit down restaurants for short term. Improve infrastructure to support current, short term and long term plans. This includes roads, utilities and sewers.*

*The one impression I had 29 years ago when I moved to Madison was the open green and uncongested feel of the area.*

*Clustering of businesses makes sense from economic, safety and visual reasons.*

*Most planning is shortsighted, it should incorporate or be a part of the region.*

*US 20 could become a grand boulevard offering green space on the sides and middle.*

*How does mass transit fit into the US 20 plans? What about evacuation plans?*

*We have lived in Madison for 21 years. We moved here knowing that our taxes are high for the services we get; knowing that the school district has been run on a shoe string budget, but the green*

open spaces, the rural community atmosphere is worth it. Saddened when Madison's Comprehensive Development Plan crumbled and allowed Wal-Mart to come into the area. We drive US 20 to Willoughby and it is extremely stressful. It was comforting to turn off 20 onto Green Rd and enjoy the farmland. We are thankful to own a home in Madison; not Mentor, Eastlake.

The type of commercial use and development along US 20 is important, but equally important is the architectural quality and maintenance of these properties. Development should be in keeping with established community standards.

I feel we should have more elections on restaurants and retail shops. It would be nice to keep the tax dollars in Madison instead of going to other areas like Mentor or Ashtabula. Make US 20 35mph.

Myself and my family like the small-town atmosphere of Madison. We strongly oppose any efforts to commercialize the US 20 area which would turn it into an ugly strip mall wasteland. Do not want Madison to turn into a Mentor. Once you tear out the grass and trees to put up an Applebee's or Wal-Mart, you can't undo it, and you have changed things for the worse. Please do not ruin our town.

US 20 is a main route and will always be high traffic flow. It should be limited access with a traffic light to allow entry to US 20. A frontage road would help so patrons could enter several businesses from one point. We would like to spend our money here, not Mentor.

Payless Shoes

I live in a mobile home park and will be greatly affected by what happens along US 20.

Leave this town rural. I moved from Willoughby 40 years ago to get away from the traffic and noise. The politicians should leave well enough alone!"

Some progressive thinking and community development led by "non-rural" farm minds.

As the US 20 corridor develops, I believe that safety should be paramount; e.g., access to parking lot exits at traffic signals to enable drivers to make safe left turns. I have for years been in favor of interconnecting every business between Peebles and Giant Eagle to eliminate the necessity of exiting left turns across adverse traffic. Another dangerous spot is the exit from Rite Aid. Isn't it somehow possible to create a right-of-way onto Hubbard Road?

Please develop a plan code for the appearance/facades of all buildings. Do we incorporate the Western Reserve theme or structures or some thing uniform in building style? What we have along US 20 is a mess. Take some pride in our community and design a truly comprehensive plan which reflects a burgeoning community.

We need bicycle pathways and green spaces for our children and the rest of our citizens to use. We want families to stay; we must offer them a place for them to want to live and be nurtured. ""Memories are made in Madison"", let's make some great ones!!!!!"

An ideal plan would be to find a good BALANCE in developing commercial/retail business, meeting housing needs, and maintaining some green space.

Rising gasoline prices is another important reason to have some businesses closer to home. Affordable and decent housing is a given - people need a place to live.

Green space is important to maintain a sense of beauty and serenity.

*Madison's biggest hurdle to development is the lack of traffic controls (i.e., turning lanes, arrow and timed traffic lights, access roads!*

*It's important to plan carefully and try not to have stores, etc. closing after a few years; i.e. Tops, Ming Moon, CVS, Hall Mark, etc.*

*Support bringing in the big box type stores, especially a Wal-Mart Supercenter.*

*I would like to see more public facilities and activities on lakefront areas.*

*I would not like to see Madison's US 20 become like Mentor's. There are too many traffic lights, too many commercial outlets and traffic. With the addition of Wal-Mart and a few good restaurants, there is not a lot more needed.*

*We need another grocery - like Tops, a Wal-Mart or Target would be ok too.*

*Would like to see an old fashioned town setting but have a mixture of big, medium and small businesses.*

*We elected our public officials to represent the community and help PLAN our future direction in Madison. I want them to take a leadership role in making the wisest decisions from their experiences and by using professional help. I don't expect them to lead by survey or by the citizens of Madison influencing their elected officials business decisions without the proper knowledge or experience. Let the citizens of Madison re-elect new leaders if the current ones cannot or do not have the ability to make the best decisions for Madison's future.*

*Moved to Madison Township because we like the rural environment. We would not be happy to see US 20 become congested like the City or US 20 through Mentor!*

*Do not want big box stores where smaller business are struggling to survive.*

*Would prefer it to be kept primarily agriculture - keep it country, cozy, charming and more village like.*

*Grocery stores on a smaller scale would be nice; i.e. Heinen's instead of Giant Eagle or Tops. We could use a few restaurants in the area that are moderately priced and serve food that tastes homemade.*

*Cebars is great, but maybe some without bars in them. Limit the fast food places, we have enough already.*

*To eliminate traffic. Smaller business might avoid larger businesses closing and leaving big buildings empty. Empty buildings become eye sores.*

*Madison Township Administration Building.*

*We especially need good sit down restaurants; i.e. Applebee's. I would like to see business take over empty stores.*

*There must be strong emphasis on diverse attractions, retail, service, commercial, light industry businesses and jobs that compliment and play off one another.*

*Traffic will increase no matter what form development takes so the highest priority must be on traffic management and flow.*

*The latest ""Buzz"" is lifestyle center...a great concept if everyone can integrate, co-exist and survive into this new community.*

*Lets make every effort to prevent our main artery from becoming another Vine Street in Eastlake. Direction already underway. Let's stop it now if possible.*

*Drive thru car wash. Kohl's.*

*Madison Twp. resembles and run-down old place where people don't take price in where they live. An historic village should be just that; a place where people don't mind making the trip to visit." We have no choice to drive to Mentor for most everything. Keep revenue in Madison. Considering population in Madison, it is time to develop big box stores. In addition to big box stores, Madison must willingly invite top notch restaurants to the area.*

*Township must set guidelines for businesses so that their property looks clean and inviting. Many properties are poorly maintained or vacant.*

*I would like to go from one store to the other without going back on US 20. Use empty stores before building new ones.*

*I moved to Madison 20 years ago because I liked a rural village. It would like to see it stay that way.*

*If new stores bring low paying jobs - don't bother.*

*My biggest concern is the way that traffic enters and exits US 20. A situation created by 2 new businesses built on the south side of US 20 across from Haines Road. Because their entrance is offset by about 150 feet to the west, people forget to look at the people coming off Haines Rd. or out of these two businesses. Entrances and exits should be planned and not just put wherever the owners feel like it. Excess noise and lights, i.e. Classic Chevrolet.*

*Take a long hard look at future development. Next the Township will annex the village (I know a vote is needed) just like Mentor. The Village is trying to control the way the buildings look on Main Street, so did Mentor and look at 615 and 20 - Rite Aid built a huge building and left. Take a look at the empty stores in the Township and Village and then talk about building more. Doesn't make sense to me. No money is generated!*

*Protect nursery/ agriculture in Lake County, particularly Madison Township.*

*Protect pedestrian rights in any future development.*

*Lake County - a renowned reputation as an important nursery powerhouse! This is the character of Madison and an asset to be preserved in future planning. As such, water and sewer access are very important to these industries. A major improvement would be to add an assortment of trees along the south side of US 20 in both east and west directions from OH 528. The City of Mentor has been very successful in the goal of greening in many areas of the City with grants and business partnerships. I am a member of the Madison Garden Club and the US 20/Hubbard intersection has been the topic of much discussion.*

*Please do not lump traffic onto US 20; have additional access/egress from other roads. It is utter stupidity to have to exit onto US 20 from Arby's, then re-enter another drive to go into a McDonalds or Burger King! Connect all the stores in back to relieve congestion on US 20. Also put in left turn lanes! And timed traffic signals.*

*Plan for future growth so you don't have to tear down what you build because it is outdated six months after completion.*

*Keep as much green as possible. Keep as much green as possible. We would love a National City Bank.*

*We need one more supermarket; i.e., Heinen's.*

*We need a Kohl's or Target or larger Peebles.*

*Bring CVS back.*

*No multi-family dwellings or apartments.*

*You need more intense planning. Buses cannot move on US 20. It is a very dangerous situation building fast.*

*Emphasis should be on safety and overall good appearance. Safe entrance and exit to shopping and highway. Smaller vehicle parking areas using diagonal design. 5 mph posted signs with occasional police patrol. Sidewalks and bicycle paths on adjacent roadway. Areas of trees, plants, shrubs in appropriate spaces. Remove utility poles placing everything underground.*

*I have lived in the Madison areas for 40 years. Shop in Mentor and Painesville for everything from medical care to clothes shopping and to eat.*

*We can combine the lifestyle we want with businesses if we are careful. There is so much undeveloped land both east and west of OH 528. The taxes from these businesses alone would be beneficial. Keep commercial business on US 20.*

*It would be so great to have "natural and organic" oriented groceries - Wild Oats, Mustard Seeds, Trader Joes.*

*No more car sales and tacky, used car places. Target-cool. Small specialty shops would be great. No more Wal-Mart, K-Mart type stuff. It would be nice to upgrade.*

*We don't need any big boxes or any more grocery stores.*

*No railroad overpass (village, but US 20 traffic could impact on this)*

*Leave well enough alone. Discuss important issues but include opposition forces in decision making.*

*Concerned with appearance and traffic flow on US 20. US 20 is the entrance to our community. This shows our pride or lack of.*

*Route 2 needs to be extended to OH 11. The County Engineer is planning to make OH 2 three lanes to Painesville and then people will get to drive an outdated 2 lane rd. to Madison. Think Big; get eastern Lake County some grant money and extend OH 2. There is too much emphasis on nursery land in the Township.*

*Get the County to help develop sewers in eastern Lake County. We need a center turn lane on US 20 all the way to the OH 2 split; either that or extend OH 2.*

*Please do not approve any more payroll advance places...or adult video stores/gentleman's entertainment clubs ever in the future. Several residents and myself say they will move out if these types of establishments arrive in Madison/Perry area.*

*Kmart and Giant Eagle just don't have the capability to supply all our needs. As long as the agricultural/nursery interests and parks are not undermined by development, I fully support having at least one "big box" store like Wal-Mart or Target nearby. I do not see why nurseries and convenient shopping cannot co-exist and perhaps benefit each other by drawing more customers to the area.*

*Better enforcing of speeders and people passing at 55 to 70 mph.*

*Traffic lights have helped greatly. At the rate of growth, Hubbard at US 20 may need 3 lanes. This would help emergency vehicles through the intersection.*

*Sewers are the most important! Without sewers we just might as well close US 20.*

*Questions about eminent domain issues which may surface for egress access when construction begins. Questions about access roads.*

*US 20 is already an overcrowded traffic hazard.*

*If US 20 is changed, underground cables would be ideal. Less customer outages and fewer trouble calls. The underground developments are more reliable and more pleasing to the eye.*

*Decorative street lamps or light poles like Main Street-Broadway in Geneva. Light up at night and decorated on the main holidays. Also - a clock tower would be nice. Also-benches along side of streets or sidewalks. Gathering cans that say keep America beautiful-don't litter decorated red, white and blue to stand out.*

*I think you should build one large complex, not spread apart. Like a small City filled with stores. Very important: landscaping, traffic flow, overhead utility lines."*

*My family would love to see a super Wal-Mart come into the township. One of the main reasons would be for selection of products at reasonable prices. Some of Madison's stores the product selection is less than desirable and others, the prices are not in the interest of the customer. Bringing in a big name retail/grocery store like Super Wal-Mart will give the customer/residents of Madison the option of products and prices that are affordable to those residents who are just getting by financially as it is. Plus with rising gas prices the availability of a Super Wal-Mart will aid those residents who currently travel 20+ miles to go to Mentor or Ashtabula for these prices and selections.*

*I think residential single family along US 20 is getting to be too dangerous with the speed of traffic through Madison. Although it would be nice to have a shopping alternative to K-Mart (i.e. Wal-Mart), I do not want Madison to turn into Mentor. I grew up there and there's a reason I moved away.*

*It would benefit Madison if access roads were available along both sides of US 20. For example, Rite Aid is a major drug store on US 20, but it is dangerous pulling in and out of there. If there was an access route from behind the store, their business would most likely increase.*

*Apartments, townhouses and condos could be built along the access roads, or maybe even light industry.*

*I would like a good shoe store, book store, movie theater. We have enough gas stations and fast food places. We sure don't need anymore cash/check cashing "rip-off the lower economic class" places.*

*It is important that the commercial places are planned so that there will not be any more exits/entrances on US 20. This present set up is dangerous.*

*I am looking forward to the products and services that would be provided by new development along US 20. (As long as it stays along Route 20 or the industrial area along I-90. My concern is preventing*

*traffic congestion as much as possible and keeping the low income housing units out of Madison, which seems to follow big box stores, like Wal-Mart.*

*I feel that much of Madison's beauty comes from lower traffic, more open space, farms and natural undeveloped land. To develop this community would only take away this beauty from the people who enjoy and appreciate it's benefits as well as taking away natural land needed for wildlife. The environment has already been greatly destroyed by construction and development. We should be careful to not do the same to Madison.*

*We would love to have some of these stores here so that we wouldn't have to drive 30 minutes or more to go to our favorite places.*

*Would like to see first run movie theater, book store, craft and art supplies store, specialty clothing shops, a youth-oriented games and social place (no smoking or drinking and not a video arcade - pool tables good idea, table tennis - some physical activity. I hope all construction will be carefully monitored for drainage concerns. This all affects our special estuary and the Arcola Watershed - a Madison jewel.*

*Observe riparian setback regulations!*

*We don't want to see Madison develop like Mentor. Madison needs light industry for jobs and tax base. We have a wonderful agricultural industry in the nursery market. Cultivating instead of pushing them aside can benefit Madison. I will happily drive to Mentor or Ashtabula to avoid the environment brought about by the big box stores. Allowing them to come in undercuts the existing small business person and drives them out. I strongly desire to keep any and all development north of the river and, if possible, mostly north of Rt. 90. It is necessary in today's environment of build, build, build to derive a balance of green space and light industry.*

*I feel Dock Road is very dangerous when it snows. The open fields and nurseries should be required to put up snow fences. I also heard a rumor that residents were going to be forced to use one garbage collector. I strongly oppose. I currently have Affordable Roll-off and love them and their service.*

*Need to bring variety to the area. Too many of the same businesses are here, such as pizza shops, cash advance and dollar stores. Let's stop those "cheep" places from coming in and get some upscale stores we could really use; i.e., Target, shore stores, retail stores, etc.*

*Madison can be a great community if you let it.*

*Adequately enforce speed limits and stop lights.*

*It is apparent that some of the trustees and south Madison people do not want to see growth in Madison. I've been in Madison for 50 years and see this lack of support for growth all the time. We should: help our existing comm. Customer more, take full advantage of any commercial business that want to locate here. US 20 is the prime location for businesses. We must promote. If we don't do it now after all some of the best marketing companies; i.e. McDonalds, Burger King, Arby's etc., built here, what does that tell you. If you don't progress, you die on the vine.*

*We have a wonderful opportunity to develop a beautiful community from the ground up if we do it right (planning) to encourage other businesses to maintain the standard of Sun Leaf Nursery. Right now we have the beginnings of Vine Street. Our property values will not improve if we keep on the path we are on. We moved out of Eastlake 25 years ago, I don't want to live there again.*

*I remember what Mentor was like back in 1970; 1 mall, suburban and rural agricultural surrounding it. Now look at it! Please don't let Madison Twp. turn into Mentor east.*

*Leave Madison as a historical town as it always has been.*

*Please keep Madison Village with the historical theme. That's what keeps it unique. The Village desperately needs a leash law to keep dogs from wandering around.*

*Highly recommend service streets to enter parking lots for companies. US 20 can not handle more congestion safely. Good model is in Anoka, MN where development is running crazy. There are service roads with few entrances. This allows US 20 its flow traffic-wise and allows for business and development. In Blaine, MN (Anoka County) the main road runs at 70 mph. There are service roads to get off at the Targets/fast foods/as stations, etc. I have not seen such a thing in NE Ohio. It would be nice to be a first.*

*Green Road and McMackin Road need relief from "cut through" traffic. Heavy, high speed traffic at peak times during the morning and evening create a potentially dangerous situation for children, pets and ingress/egress from driveways. Lower speed limits four way stops at intersections and increased traffic patrols may help. Our family will be relocating this summer primarily due to this issue.*

*We need business to want to build here and to help with our tax base. A lot of homes are still on well water and we must ensure that the development does not take that away from our residents. We need industry and the nurseries to co-exist in a balanced environment. We do not need to be a Mentor. We do need a few more conveniences; i.e. entertainment and shopping. Be responsible in your planning. Don't rush into anything. This is our children's future environment. After all, we moved here to raise our families because it was a close knit community and a good place to raise kids.*

*All of my retail/grocery/banking/residential/commercial needs are already being met. New enterprises will go broke waiting for my money. That said, I trust the market research of any prospective developers. If they think this area will support their business, let them in. Meanwhile, a unique, aesthetically appealing land use - agriculture and horticulture - is ignored and often discouraged. Demanding few public services, farming and nursery stock land use helps provide employment, limits traffic and could attract tourists. I'd prefer the land be used for what it is ideally suited. But if buildings are our desire, I don't care which ones they build.*

*I am concerned that, increasingly, Middle Ridge Road is becoming a main road for people living in the area or working in the area (Perry to Unionville) who wish to avoid the traffic on US 20 and the stop lights. This is a real problem for those of us live here and, I believe, for school children who attend Madison High School.*

*Although difficult to prevent, I believe we must try to avoid empty buildings. The developers will tell you there is a need to build more, but in reality, there is not a demonstrated need. If they need a different building, knock down existing structure and rebuild on those sites. Our large nursery businesses need to be able to stay intact and not become "surrounded" and forced out. It is still possible to be unique; maybe not; from what I understand, it's all bought up and only a matter of time before we're "just another town". Foresight.*

*The way route 20 looks now is very messy. I would like to see a more uniform aesthetically pleasing look. The newer businesses look nice. I think landscaping is very important. What is that mess on the west side of Giant Eagle?*

*There needs to be property clean up, as far as grass and brush maintenance, better yard waste pickup, and make property owners get rid of junk cars. Suggestion - property violation for unmanicured properties. I would help if we had brush and yard waste picked up a couple times a year. If we are going to "really take pride in Madison" I think it should start there. It would do none of us any good if you develop along US 20 but still have some housing areas looking like uncared for land and houses.*

*We need retail shopping in Madison area. I would prefer to spend my money closer to home rather than in Mentor. It would provide convenience, jobs, etc. I know it has been argued that we need to preserve the "rural" and "community" feel of Madison along US 20 but it just looks run down and trashy now.*

*We need shopping options.*

*I think that if Madison were to get a "big box" store, it should be Target and not Wal-Mart since the nearest Wal-Mart is in Mentor and the nearest Target is in Willoughby.*

*I grew up in Madison Village and now live in Madison Township. I do miss how well the Village is kept up. I don't miss paying City taxes, but the townships roads are just unacceptable! My car is taking a beating and that is something that bothers me every day. Can't you fix what we already have. I avoid Mentor as much as I possibly can. Seems like with all of the development, has increased the traffic to the point I hate to go there. I want Madison to stay as a small town like it always has been.*

*Sidewalks in the Township are a must. We have had too many deaths caused by pedestrians being hit walking down the street. Our children are not safe. Think of these things, not building up everything and causing more traffic.*

*22 years in Madison. I am a proponent of smart, planned development, but I want businesses to realize they must shoulder some of the burden of community development. Who will pay for infrastructure when Wal-Mart comes? Green Rd will need to be wider w/a 3rd lane as a turning lane. When others follow, will the township be ready with the needed infrastructure/utilities in place at the intersection? Infrastructure should be in place prior to development. At US 20 to Burns it should be five lanes. A turning lane as well as the consolidation of driveways into one plaza entrance. Wants Madison to develop into a multi-use community w/ businesses primarily located on US 20. As long as there is a plan and business is held accountable.*

*Do we gain more tax base from the big box stores or are we granting abatement to them? Are we ensuring that new development shares the cost of water, sewer and watershed costs? It is unfair to pass all these costs on to the residents. I would like to see the trustees support local nurseries/farms as well as the small local businesses rather than chains, strip malls and corporate retail. There is no point in duplicating business retail that is available 20-25 miles away as we found out with the Tops store. However competition should close the local K-Mart, which is a miserably run store. It's a trade off; less is more in the long run unless there is a MAJOR tax base impact.*

*I do not want US 20 in Madison to turn out looking or being like Mentor Ave. is from Rt. 306 to the Painesville City line. We must control the architecture and looks of buildings like they have done at Rt 8-Rt 81 and I-271 in Macedonia. We must not let the Wal-Mart, Lowe's, Targets tell us they will build what they want. We must tell them what we want or let them build in Perry or Geneva.*

*We don't need a big box retail store in Madison.*

*We need to protect our local merchants and our environment. I didn't relocate to Madison to have it become a Mentor.*

*Road over R.R. tracks on OH 528. 4 lanes from the Village to US 20. Turning lights at Middle Ridge on OH 528. Widen US 20.*

*Route 20 corridor is overly developed. If things continue, we will lose our rural atmosphere. We have all the necessary shopping conveniences to the east and west of our area that we need. We already have some vacant commercial spaces that should be filled instead of new developing. Do not want to resemble Mentor. Instead of developing the US 20 Corridor, we feel the township and village*

should work on developing the commercial area at OH 528 and I-90, which is unsightly to those entering our area. People are moving here for the rural/suburban atmosphere, not metropolitan.

Your job...is to facilitate development...let the marketplace rule. You don't have the money to run business, but you might just have the POWER to ruin it. So, stay the hell out of the way of the people who can make it happen.

If I wanted to live in a community like Mentor, I would move there. I like the rural atmosphere of Madison and wish it to stay that way. WE DO NOT WANT MORE BUSINESSES IN MADISON. The traffic from Rt. 90 to US 20 is horrible now. The traffic on US 20 is horrible. More businesses will just make the traffic worse.

People have voted for zoning changes. Allow things to happen. Quit holding up Wal-Mart over some stupid trees or sign height. This is 2005, not 1930. If people wanted to live in the country, they should be in Thompson or Leroy. I don't feel sorry for the stores that will lose business because they charge an arm and a leg for things. Gas is getting expensive. Quit making us drive to Mentor or Ashtabula for everything. Wal-Mart and Lowe's would make Madison great.

"We would definitely prefer private businesses over big box stores.

Avoid at all costs turning US 20 into a Mentor US 20.

Clean up used car lots - don't need more.

Clean up or destroy abandoned buildings.

Have more places that property that is clean and easy on the eye as Sun Leaf Nursery.

I moved here because it wasn't the mess of Mentor or the over-crowded disaster of Chardon. I don't want more traffic. I don't want condos. I don't want rows of huge houses with SUV's out front. I don't mind driving to Ashtabula to go the mall. There is not a single store that I can think of that I want there. (Well, I wouldn't mind a dry-goods store that sells fabric and notions, but a privately-owned enterprise). My suggestions: fill the space in the front of the former Tops, find a new tenant for the empty building in back and be satisfied. Fix the traffic pattern in that shopping center. Build and remodel using union craftsmen, put responsible contractor language in all bid packages in public works. Example: Plaza where Giant Eagle is cut down entrances and exists. Therefore, cutting down lights on US 20. This would involve redesigning the parking lot to help traffic flowing the parking lot. Please hurry with Wal-Mart at Green Rd. Rumor has it that Wal-Mart can help lower my taxes, which is the most, or highest Township in Lake County. Gee thanks you greedy bastards. Tell the nursery people that they cannot use the government tax credit any more. They make enough money on this nursery stock as it is already. Enough with the taxes already!!!!

I would like to see retail development mainly east of Hubbard Road. I realize animals don't pay taxes, but our wild life needs somewhere to live. I also live off of Chapel Road and don't look forward to the day that I will have to fight to get down Green Rd. and down 20 going west. I don't want Madison to be "Mentor". I also fear with all the new homes being built, our schools will be more crowded than they already are and we simply cannot afford new buildings. The middle school is already filled afford new buildings. The middle school is already filled to the brim. I would like to see light industry encouraged here. Did anyone think to talk with Aver-Dennison about moving to Madison? Why not!

Concentrate development of water and sanitary sewers on US 20 corridor - not south of I-90 Add water and sewer both east and west of Rt. 528. Development an access road behind current retail (K-Mart, McDonalds etc.) to lessen "in and out" traffic on US 20. Use eminent domain if necessary. Encourage light industry as well as retail.

*Concentrate motel and travel businesses at I-90 and Rt. 528 Eliminate heavy trucks on Rt. 528 thru the village. Access is available to US 20 via Route 44 and Route 45 in Ashtabula County.*

*We need Wal-Mart, this K-Mart is no good.*

*We need a movie theater!*

*No more fast food places or banks or pizza places. We have enough.*

*Traffic flow, particularly near US 20 and Rt. 528 intersection is most important. Eliminate all individual driveways. Have access from side roads with driveways at back or side of building.*

*Currently access to too many fast food restaurants at one point hazardous. US 20 at this point should have a strip of grass and trees along the road. Signs should be low and standardized. Building maintenance of current, older buildings should be enforced. Old buildings in ruins i.e. just west of Giant Eagle, should be taken down and lot cleaned up.*

*I would definitely like to see more grocery stores. I was most disappointed in the closing of Tops. A higher quality grocery store like Heinen's would be wonderful. More street lights down all of 20 would be wonderful too.*

*With the increase of retail stores, I would like to see Laketran bus route increase in frequency throughout the day and also include a trip to the new Lakeland College site by I-90.*

*Somehow, some way, SLOW traffic at least to the posted speed. Some people drive at 60 and higher speeds. Maybe have more police, which you seldom see.*

*We oppose Wal-Mart because it will destroy the few remaining mom and pop businesses that have contributed and made Madison Twp the great place that it is. The increased traffic for a 24-hour Wal-Mart will create so many problems that the complaints will out-weigh the benefits this store will bring. Why didn't you have this type of survey before you went and approve the Wal-Mart store! I would like to see US 20 allow for growth that would allow local residents access to business that would eliminate the need to travel to Mentor or Ashtabula. With today's economy, i.e. gas prices, inflation, business closer to home is better for all locals. Our youth need activities to keep them occupied without putting a strain on parents, i.e., movie theaters, bowling alleys, arcades and teen clubs and skating rinks. Family activities as well. Health competition with various types of retail stores will help keep costs down. This would allow for local jobs for youths and area residents. US 20 should be used as a main business area. No need for residential development except apartments for those who like to live close to business.*

*Perhaps open up areas for development 1 phase at a time, determine what we want in that area and go after that type of business. Plan, plan, plan - learn from Mentor! Don't be anxious to bring in the \$\$\$. Sell Madison to those you want! Select cities that are working - not just Willoughby - They don't even have a US 20 developed. What about Chagrin Blvd. or Mayfield Rd? What works, what doesn't work? Let's paint a picture of Madison with beautifully developed home areas, lake access, small village, great library, open green space, bike paths along 20 may slow traffic and bring desired people using our Parks, Lake, River. Paint that picture and make it desirable for commercial to want to fit in.*

*We do not need Wal-Mart - Mentor is only 20 minutes away. We do not want to be another Mentor! What's with all the car lots - do we really need all the used car lots - No!*

*If new development pays its way in taxes - find. We will not vote for any increase in taxes.*

*I think having Wal-Mart and a movie theater are great ideas. It will save on gas and traffic to Mentor.*

*We strongly support a Wal-Mart coming into Madison, especially on Green Road. We strongly support a few nice sit down restaurants, other retail stores and movie theater.*

*We don't see how a Wal-Mart would ruin the beauty of Madison - when it's a lot of the homeowners that ruin the beauty by not taking care of their homes and properties.*

*After 19 years of living in Madison and every day more developers turn Madison and Perry into to Mentor No. 2 and then listen to how we have to have a tax increase to pay for it.*

*I envision all the traffic from the south and southeast using Burns Rd. as a thoroughfare to get to Wal-Mart. The traffic, with the high school on the south end and library adjacent, is already fairly busy at certain times of the day. What can you do to maintain the quality of life for the people on Burns Rd.?*

*My husband and myself bought our house in Madison because of the quiet streets. We wanted the small country setting we saw. Please keep it that way.*

*Please widen all of US 20.*

*It seems like whatever the trustees want, they do! Without notifying us or their own members. I do not wish to have Mentor on my doorsteps. I feel we should look at Perry that has an industrial park, but does not lose its green space nor its beauty. Also look at Sun Leaf Nursery, they run a business their landscaping its great sound barrier and an asset to our community! So, new business may have to look at presentation of the property. You know its there but you don't have to see the stores.*

*Some of the questions aren't explained enough to give our best answer.*

*Madison needs some stores such as Wal-Mart, Target, etc. Everyone in Madison knows our K-Mart is a sad store to shop in. What Madison doesn't need is another pizza place, auto store, car lot or another bar! Madison must have the most DUI plates in Lake County. The drive-in on US 20 has been an eye sore for decades now. The Miller home is a sad huge eyesore. Why must we be reminded every time we drive by there of the mother and little boy who lost there lives in that fire. The children mainly teens also really need places to go like movies, arcade room, golfing, Little Thunder (another issue I know) These kids do nothing but walk or handout in the streets what or where else is there to do here!*

*We believe that we need to treat this developing community like our nurseries. Meaning that it must be grown slowly and propagated carefully to have the proper outcome.*

*We need super Wal-Mart, shoe store (name brand). I lived in Madison for 52 years; don't see that much change. Lot more houses - fast food restaurants. 52 years ago, I suggested sidewalks- Lakeshore on Chapel Rd., all the side streets. It would not hurt the kids to walk 1 or 2 miles to school; it would be good for their health, but no, buses are better. I walked 4 miles to school and 4 miles home. I am still here at 80 years old.*

*I hope this study and plan is not too late to keep Madison from becoming the next failure of this process. For 50 years the County Planning Commission has been making good recommendations, but it up to the local government to adopt and enforce the Plan. Economic community for Painesville City. Please consider following: People in Madison don't like going onto US 20 unless they have to. Encourage development in the 528/Hubbard rd Corridor from 307 to the lake while enhancing and correcting facilities, i.e. widen 528/Hubbard, solve the 528 railroad crossing, provide 528 access to*

existing US 20 developments all of which has been proposed previously. Widen the scope of the study to address all the Township's planning.

Strips are taking over Mentor and 98% of them are empty except for one store in the strip. I do not think Madison would benefit from development like that. If more development comes into Madison, we would like to see small, locally-owned businesses instead of national chains.

Just say no to Wal-Mart.

Don't sell out this little town over your own personal interests. If you want to build a beautiful city, start with cleaning up the white trash and riff raff and get a strong police presence. Lastly, don't ask for our opinions if you don't plan on actually implementing them.

Movie theater or drive in theater. Something more for our children to do other than run the streets. Would like to see Miller's old house taken down.

Would like to see old buildings taken down. They are big eyesores like the old Aunt Mary's building (been vacant for a long time) old little run down buildings in front of some of the homes on US 20, the old drive-in screen on US 20 has been there for years.

Madison has been blessed with two railroads and never built an industrial park. Industry is needed badly to relieve the tax burden on the homeowner. Sadly, our people in power do not want industry, when a long-time industry left Madison, a trustee said it didn't bother him because Tops was coming in. Where is Tops today? Several years ago when a school levy was being discussed, a committee said Madison needed more home businesses. How naïve! Home businesses can exist without your knowing about them. Get with it planners, put in an industrial park. Learn from Perry. It's not too late, get moving.

Before we spend any money to put in big stores and develop US 20, we need to put some storm drainage on our street (Rosena). We flood so bad that can't use our yard for weeks at a time. This is a very big problem. The south end of Rosena between Haywood and Turbell. All the yards flood, not just mine.

Moved to Madison in 1960. Madison cannot remain suspended in time and survive, but we also need to preserve exactly what it is that has made this a special and desirable place to live. The soil and climate here is unique to this small area and makes it ideal for the very plant nurseries and vineyards that have supported the individual communities for years. It is a fragile gift that, once destroyed, can never be regained. It should NOT be used for housing projects, numerous strip malls or parking lots.

Personal service will be gone with big-box stores in the picture. Please look past the lure of the dollar and help preserve what remains of the rural life in the Madison/Perry area.

I want: more expensive townhouses; cluster homes; single family dwellings away from US 20. No multi-use housing on US 20. No more traffic lights to keep flow going. Zone changes to make parcels of single-family, etc., to be three acres and up. Min. lot size Litter fines enforced. Junky properties along U.S. 20 must go. I don't want to see junk steel, cars, abandoned homes/ buildings/ trailer/ containers, etc., on US 20. Aesthetics on US 20 must be upgraded and maintained, etc. i.e., landscaped, curbed, trimmed and treed. Office parks in Mayfield Heights. are!! Better lighting on U.S. 20. No billboards anywhere. We don't want to lose existing bus/agricultural base that is here. We want to attract more; to maintain small town charm.

I would like to see a variety of stores that offer a blend of low cost and medium cost merchandise. A couple more reasonably priced sit down restaurants - maybe a movie theater. It would be nice to be

*able to take care of my needs without driving to Mentor. The subsequent taxes should also benefit Madison.*

*We are tired of driving to Mentor on an unsafe, antiquated Route 20. This town needs big box development and US 20 needs to be widened in Madison and Perry. Better yet, extend Rt. 2. Our trustees need to be getting sewer and road money for eastern Lake County!!!!*

*Madison is in desperate need of commerce; big boosts in commerce could easily be accomplished by letting big box stores such as Wal-Mart set up shop here. Also, route 2 should be extended to ease the traffic of people just using US 20 to pass through town. Another place that needs to start being built up is OH 528/Interstate 90 interchange.*

*We need more retail stores and some nice sit down restaurants. We have plenty of housing. We need to have some place for the residents to go instead of taking all their income and spending it in Mentor or Ashtabula. Marcs is one of the better things that has come to Madison. Busy and attract customers from neighboring cities. Need for grocery store competition to avoid a monopoly. We need to keep our residents here to spend their revenue and support our town. A center turn lane all along US 20 from County Line to Townline would be nice; especially in front of businesses. Also a road in back of K-Mart to Giant Eagle would do away with some of the traffic on US 20.*

*The trustees need to continue to push for water lines, sewers and any other improvements that the government may help finance. Small towns have small minds and south Madison, as well as some other unintelligent people expect a "squeaky door" to get the most oil. I am tired of driving to Mentor for Home Dept, Lowe's, Sears, Wal-Mart, etc. You can't stop progress and I support anyone who wants to move this township forward.*

*Consideration given to sidewalks, bike paths and more street lights in residential areas. Excessive noise from car radios enforced more by Township and Village police. Expand clean up services for litter/debris on residential and business property. Consideration given to a movie theater, restaurants, grocery store and retail, such as Joann Fabrics, Target, Kohl's, Barnes and Noble bookstore, Bob Evans, Quizno's. Consideration given to utilizing the recently closed Tops grocery store as a movie theater.*

*Don't destroy the historic village by creating a pseudo-village on 20. Be creative - Do something that will enhance current businesses, not destroy them.*

*Madison need entertainment. Store like Kohl's, not big box putting small stores out of business. Madison needs light industry, professional and medical offices bringing good paying jobs. Madison doesn't need low paying jobs replacing good paying jobs with big box store coming in putting good business out. We have enough grocery stores in Madison, plenty of pizza places. We need a bowling, movie, skating rink, place for teens to have safe fun, stores like Penney's, Kohl's, American Eagle. We don't need to look like Mentor.*

*Madison needs additional, well managed development and the assorted tax base for continued viability. Further the township needs professional resources to assure a comprehensive plan is developed and implemented. (The single sign situation is a prime example of the petty partisan interest that now appear to exist.)*

*Please keep Wal-Mart out - will destroy some business already here including business in Village of Madison.*

*It would be nice to have some major discount stores in our immediate area. Since I don't have it available in our area we unfortunately go to Mentor most weekends to purchase whatever I need. It's important to have a choice. Never did like one-stop shopping competition is a great thing. Also real*

*estate taxes are getting pretty high in the Madison area. The influx of new businesses would help us all!*

*It was a bad design to NOT have created a right-hand turn lane off of US 20 west bound onto Green Rd north. As the community grows, people will turn right onto Green to access shopping. Not to mention the amount of people who currently turn right to access their homes.*

*I don't think residential should be located on side streets off of US 20. People already have a tough time turning left onto business US 20 and it will probably only increase.*

*Please do not make Madison like Mentor.*

*I don't think that we want another Vine Street where it takes 20 years or better to correct. They let anything in to business.*

*Before you think about what you want to add to the proposed corridor, how about cleaning up some of the property surrounding this area. One place in particular is the lot just opposite the Hubbard Rd. entrance to the former Tops store - a cruddy shack and old beat up car lot. The whole section around the former Tops store would be a smaller Legacy Village. That beautiful office building has sat there for months without anyone renting space there. Only two years here, but he is tired of the bickering between the Township and the Village. Would like to see a movie house, donut shop, good bakery shop, ice cream shop individual clothing and shoe stores, coffee shop.*

*We want Madison to remain country but with a little city. We do not want Madison to turn into Mentor. We like the minimal traffic, being able to turn left on a busy road. Please keep the history of Madison alive with the nurseries and some farms. Keep the open spaces we have. If stores are to be built, use lots of greenery to maintain the country feel we have here. We do need ample parking, but it does not need to be ugly. We don't need too many big box stores - keep it minimal and use smaller stores.*

*The US 20 corridor is extremely important to the Madison Garden Club. All the green trees have sadly succumbed to developers wishes. If we could make 1 mile east and 1 mile west on US 20 a flowering tree-lined avenue that says "Welcome" in the Spring to all those that pass by daily. Our garden club would support this project with annual donations to implement the "flowering trees". Our club celebrates 50 years of community service this year 2005. When can we start? Please let us know if lining the US 20 corridor with "flowering trees" is a project we can assist with NOW!!!*

*We need an access road to Rt. 84 from Green Rd. to get traffic off US 20, especially when Super K opens. The traffic on US 20 is horrific and dangerous. Also, an access road behind K-Mart and the existing businesses, again to try to solve traffic problems on US 20. Development on US 20 should resemble Sun Leaf Nursery-set back and nicely landscaped. Get rid of unsightly yellow drop bins for clothing, we have a Goodwill store to drop off clothing. Industrial development should be near Rt. 90 to keep huge trucks off US 20.*

*Better zoning laws - larger lots from residential use - better zoning enforcement.*

*We do not want Madison to look like the strips on Mentor and Painesville. We would like to see a little progress.*

*I feel we are a long way from developing some of the commercial and retail spaces that are indicated on the front. We don't have the roads to handle what we have, let alone the total infrastructure to handle the growth. The larger retail stores, K-Mart, etc. are not doing that great. Tops went over like a lead balloon. Why not stay in the Tops area and see what we can do with that area first. Why not bring in some light mfg., find a location and develop it. We lost Tegam-we lost Bennett Machinery. Try and keep what we have. Just like Cleveland would like to bring a casino to their area,*

*Madison want Wal-Mart. I don't think either area is ready for the problems the respective businesses will bring.*

*Ohio weather being what it is, I would prefer to have an enclosed mall area, such as Mentor Mall, but a smaller scale. Shoppers would enter from an enclosed garden area which would allow for mall walkers. It would be an advantage to both the businesses and shoppers to not go in and out of the cold and snow. Remember our population numbers will favor the elderly in the future. We just returned from an area in the South with a mall that caters to seniors. Not only do they have a mall walking program, the Medical Centers have an office at the mall for special programs and speakers. Driving to Mentor or Ashtabula is difficult for many elderly.*

*Super Wal-Mart. Super K-Mart. Discount stores that we can afford. Master Pizza.*

*Construction or widening current roads south of US 20 to I-90. Extend Dayton Road to US 20 at Green Road. Turn lanes on 528 to I-90; 528 to Dock*

*Bypass through Madison Village if possible. Bates to US 20 Extension plus N. Marginal Rd from 528 and I-90 to Bates. Traffic flow is a prime concern of mine. The only time traffic could be a problem for me is when I'm shopping on US 20.*

*More work in close place to walk to work. More recreation, maybe a skating place. Also more help for low income people on shopping and other things. Lower taxes and a better way to be able to do things needed done. A cheap craft store close by with nice things you can use to keep busy at home. A small park to be able to walk in and do eating also. A much better job things you can walk or get to not as far away. A better GED set up and more people to help with it. Some fixing of the parks we have already.*

*Better roads not so many potholes.*

*Yes - Keep our wildlife in mind - You take away the environment they live in-where do they go.*

*I would like to see a planned commercial area with limited access to US 20, such as Legacy Village, Mentor Mall.*

*I do not want to see more strip malls with each store having its own access to US 20. Rite Aid is a typical example. It should be entered" from Tops parking or access road. Evergreen or fir trees should be used as environmental barriers as they are green all year. Thanks for asking the population of Madison.*

*The extension of Route 2 to Conneaut first will get the traffic/roads settled before the development gets established and then needs to be torn up or relocated.*

*We need businesses here and we need jobs both of which Madison doesn't have enough of people have to drive "out of town" to survive here or move!*

*I would love to have a movie theater, a Lowe's and a few major chain restaurants like Bob Evans, Long Horn, Red Robin or Don Pablo's. I hope we get the Wal-Mart. My family goes out to dinner every weekend and always go to Ashtabula, Mentor, or Cleveland. This is when we do our shopping. If we had these things in Madison, we wouldn't have to take our business elsewhere. Happy to have received survey. Hope you get a lot of positive feedback.*

*I think US 20 needs to be cleaned up from Townline Rd. to OH 528. Some businesses look pretty bad and I'm embarrassed to have people from other communities come thru. Cleaned and landscaped. Eyesores with old buildings standing empty, junk cars. I think we have enough used car lots on US 20. Soon we'll look like Eastlake or Vine St. I believe your survey is a good thing. I hope people will*

*be able to see the future in 10-20 years. Madison is growing fast and we need to keep up with the growth with our roads and we need to keep up with the growth with our roads, schools and businesses.*

*If not already in zoning, see that buildings are far enough back from the highway - also signs. It is nice to be able to be a part of this survey. Thanks.*

*When Tops moved into the area, IGA went out of business. Now there is no Tops. This just proves this area cannot support too much of one thing. The proposed location for a new Wal-Mart will create more problems. Green Road in its present form would not safely handle the traffic. US 20 at Green was just widened for turning lanes with an added traffic light. How would the entrance to Wal-Mart off US 20 be treated safely when there is another traffic light at Burns Rd. Not to mention the accessibility of sewers, etc. We have some store vacancies now. We don't need any more. Let's fill the vacant ones first then think about future corridor development.*

*We need businesses that bring good paying jobs into our community and care about workers and the community there in not about the bottom line, also businesses that carry mostly American made goods*

*There are enough nurseries, auto sales, and mobile homes. We like sit down restaurants, like Hometown Buffet or any without a liquor bar.*

*The Madison Community needs to let some updating happen. Our schools, businesses and families need commercial dollars to help our progress. The average home owners cannot keep up with the tax needs of our community without the help of commercial income. If we plan smartly, we don't have to be a "Mall" town. We could make a "Village" setting in our twp., which would be pleasing to the eye and help the community financially. I feel strong support of one things - keep family in our community, keep family in your planning. I've been an 8 yr member of Madison Garden Club. We truly work hard for the Village and Twp. So keep us in your planning.*

*To LC Planning Commission and US 20 Survey Groups: Please answer these questions: do you work at any other job? If so, what? Are you an elected or appointed official? Are you a bureaucrat? Do you enjoy meddling into other peoples' affairs without parting for any of their livelihood? If so what? Are you a developer or a consultant? Or allied with them? Are you an investor? Or allied with them? Do you own property on US 20? Please state your reason for being on this commission or survey group and why you want US 20 developed. What percentage of open space and nurseries would you like to see remain on US 20. Will you review all the surveys answered or only partial? Please fill out your survey sent to the residents and make your answers public.*

*Yes! Monitored development to avoid the Mentor look which is pushing our way. We need development, but regulated to preserve our "small town" status. Right now, US 20 is a hodgepodge mess with too many dollar stores, vacant stores. It makes the community look poor and unappealing. Mini-malls look depressed and unkempt. We feel a concurrent beautification project with development aimed at maintaining our nursery heritage.*

*I think Madison is a wonderful city. I have lived here 2 years. I like the country setting and the residence love for farms and animals. I would not want any of that to change! In my personal opinion, we need a Wal-Mart and craft store. I f I had my way, we should only grow in retail business slowly. When I graduate, I plan to buy my home here and open a business.*

*US 20 widen so there may be a turning lane from Bennett Rd. east to Townline Rd.*

*Think about obtaining companies like Home Depot, Lowe's, Wal-Mart, to build in either Madison Village or Madison Twp.*

*Small business like, Big Lots and Aldi Foods would make great for the residents living in Madison also. All new business or company would make the area lots better tax-wise. A large motel around I-90 and 528 Lake Rd. east must be repaired and widened. A casino in our area.*

*Industry can easily be located on industrial park roads coming off of US 20 without fronting directly on US 20.*

*Bring on the big department stores, home centers, save a lot food stores, Aldi, Sears Hardware, buffet restaurants, Tractor Supply. I'm open for a lot of suggestions, thus resulting in creating jobs for the above-mentioned.*

*US 20 east - Sheetz gas station, Applebee's, TGIF-type restaurants. West - develop in a similar manner. Eliminate many of the used car dealers along 20. Specialty grocery stores for Hispanic people.*

*Please prioritize the establishment/enforcement of regulations to monitor businesses presently existing on US 20. i.e. placement of sale vehicles in proximity to road (tree lawns/sidewalks); maintaining clean vacant lots(no partial structures); regulation/proper fences/structural barriers to enclose contractor yards/piles of dirt; landscaping in front of business is lacking; random storage of trash containers (so. Of Haines on 20) Please be mindful that the architecture and development of the corridor should be monitored to maintain a quality appearance. Large, gaudy signs would detract from the environment. A movie theater would attract business. Street lights utmost importance!! Development can be good but with strict controls. The nursery business and the open spaces need to be protected from over development. The area needs to be protected from the shortsightedness of commercial and residential developers. The Madison Twp. Planning Commission needs to have a clear vision for the future. We should try to win the site location of the new lake east hospital from Lake Hospital Systems off the I-90 and 528 exit. The twp. planning office should try to get a major hotel to build a conference center along the lake similar to Geneva State Lodge. There appears to be enough business to support another one. The twp. park at Hubbard needs updating and so does the businesses that area around the park. Too much of a biker bar atmosphere.*